COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

Entered as second-class matter at the Post Office at Philadelphia, Pa., under Act of March 3, 1879

Vol. XLII Philadelphia, October, 1931 No. 2

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FEATURE ARTICLES

NEW PRODUCT DESCRIPTIONS

DEPARTMENTS

Published Monthly by
CHILTON CLASS JOURNAL COMPANY
Chestnut and 56th Streets, Philadelphia, U. S. A.

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SUBSCRIPTION RATES: United States, Mexico, United States Possessions and all countries in the Postal Union—$2.00 per year. Canada—$3.00 per year. Foreign—$4.00 per year. Single copies 40 cents.

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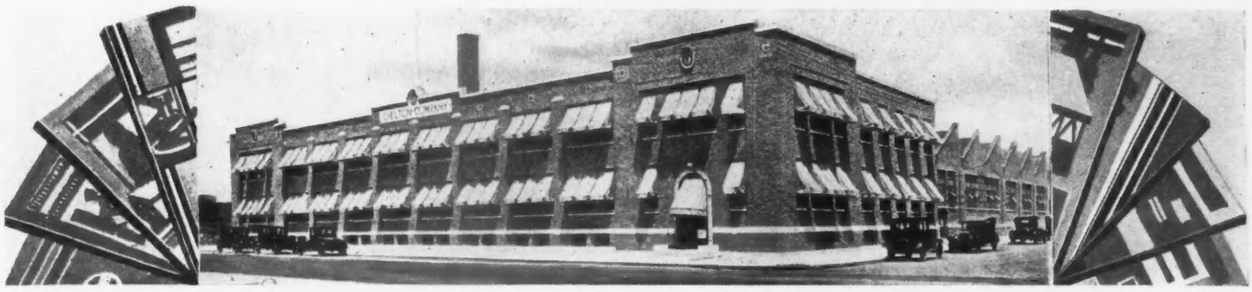


THE PRESIDENT'S PAGE

The Truck Dealer—The Important Trade Unit

By

President
Chilton Class Journal Co.

ALTHOUGH the trade in general has always had a reasonably fair conception of the importance of the dealer, it was not until confronted with the great problems arising from business depression that the trade unit advantages became undeniably evident.

Present conditions, therefore, have emphasized the admirable qualities of the dealer who is being recognized today as never before, and who is being considered—so to speak—as the keystone of the arch of sales and service.

There is no satisfactory substitute for the trade unit in times of stress or—in fact—in periods of plenty; and there is nothing more helpful in future programs than the realization that in the search for outlets to care for large productive capacity the trail will invariably lead to the doors of the dealer establishment.

Those manufacturers who sought those portals during prosperous times have found them to be sanctuaries during lean years, for by no other means than the trade unit can the manufacturer make economical and satisfactory contacts with the farmer, the neighborhood store and practically all types of buyers of individual trucks, and it is these buyers who use 80 per cent of the trucks purchased.

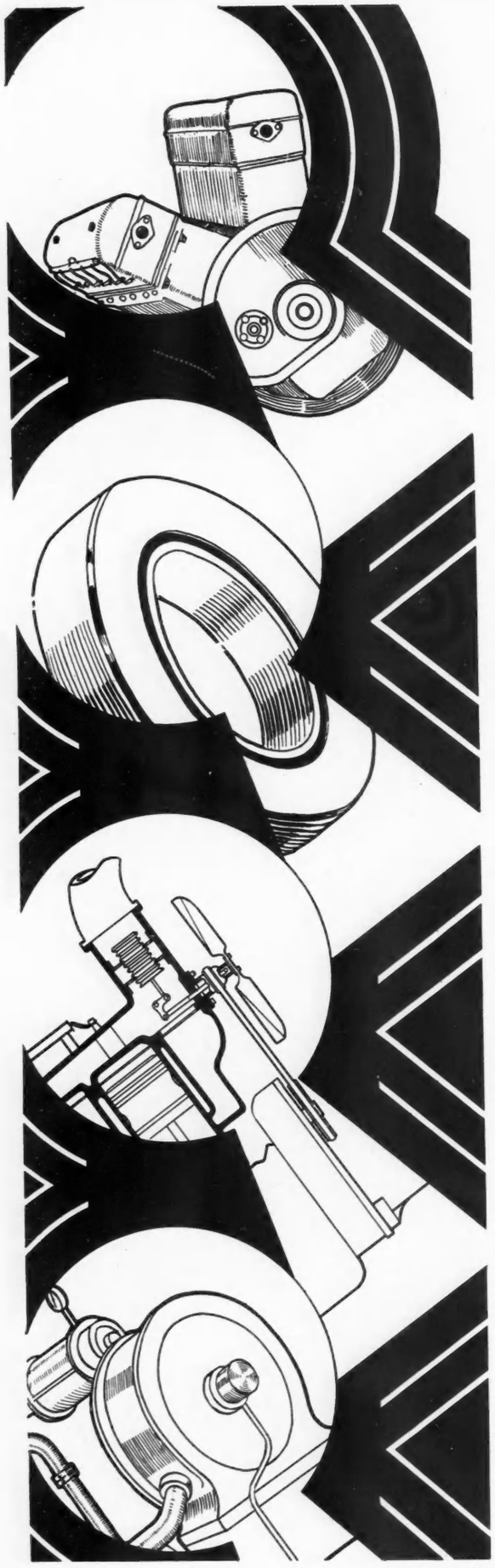
Naturally, as greater recognition is accorded the dealer, the greater becomes his responsibility and he is required to give evidence of his ability to properly represent the manufacturer and service the user. Not the least among the many qualities he must possess is promptness in accepting and mastering the problems which new ideas are continually developing in truck transportation and to apply these new ideas intelligently for the benefit of truck users.

New eras bring with them new competitive posers, and the present business depression has brought many and taught severe lessons. That which has been learned should be applied constructively now and in the next business cycle, and since the greatest lesson has been the potent value of the trade unit, manufacturers will anticipate the future by building organizations of dealers who will be their battering-rams in prosperity and their props in adversity.

Never before in the history of the commercial car industry has the need been so great for a cooperative manufacturer-dealer spirit, and at no time has it been more evident that those who prosper most will be those who believe most—in each other.

COMMERCIAL CAR JOURNAL

PHILADELPHIA PENNA.
OCTOBER, 1931 VOL. XLII, No. 2



SCENES DOWN THE

ALONG about 1914, before the start of the World War, when engineers had achieved the noteworthy feat of putting front doors on touring cars and electric starters on engines, many persons in the automotive industry thought that the limit of development had been reached. They were wrong, of course, and so have been others since that time who have presumed to limit or define the advancement of design of motor vehicles.

With full knowledge of the pitfalls in the way of predicters we here reveal some pet projects of designing engineers. Some ideas are just around the corner ready to be presented at any time, others have not been perfected. All of them are beyond the rumor stage and are in the hands of men with authority. We shall stroll down the corridor and take a few peeks.

More Twelves

A 12-cylinder V-type truck engine developing about 240 hp. is described in this issue. The American-LaFrance Co. is only a few jumps ahead of other makers of 12-cylinder engines, according to several accounts. A beautifully finished marine engine attracted many favorable comments at the Motor Boat Show early this year. It is a V-12 of about 300 hp. By changing a few parts and putting on a bell housing it can be transformed into a truck engine, in fact it was designed with truck service in mind. Sixteen-cylinder jobs turning out 400 to 500 hp. are surely coming, in the opinion of one engineer, unless legislation puts a stop to high-speed intercity highway freight service.

Sealed Bearings

Sealed anti-friction bearings which will be lubricated during assembly and not thereafter are about to solve a lot of transmission and rear axle troubles if eyes and ears do not deceive. Refiners have produced lubricants which will withstand the extreme tooth pressures mentioned by A. Scaife, field engineer of White Co., in the article in the June issue. But, a considerable but, in fact, these lubricants are poison to anti-friction bearings. Like Jack Spratt and his wife of nursery rhyme fame, what is good for gears is sure death to bearings, and a suitable bearing lubricant is very uncomfortable in a heavy-duty rear axle. Instead of a compromise in makeup of the lubricant, engineers propose to seal lubricants in the bearings and let the refiners do their worst, in concocting transmission and rear axle lubricants.

Idle Fans

Cooling fans have large appetites for power, as several engineers recently pointed out. More than one engineer is speculating about means to run the fan only when needed and thus save 10 or 15 hp. for driving the truck. Obviously a cooling system which will maintain a cooling water temperature of 180 deg. with outside air at 100 deg. is overcooling whenever air temperatures are below 100 deg. By

BEHIND THE DOORS
ENGINEERS' CORRIDOR

rigging up a thermostat to control a clutch on the fan the warming-up time of an engine can be reduced, best operating temperature of the engine maintained and power saved. Engineers are working upon some very interesting devices to attain these advantages.

Gas Turbine

The idea of getting a piston up to a speed of 60 m.p.h., stopping it, then bringing it up to speed again, all at the rate of two or three thousand times a minute, is unscientific, illogical, wasteful and unnecessary, according to some engineers. They are attracted by the idea of a gas turbine with parts revolving at high speed instead of reciprocating. Steam turbines "revoluting" ten or fifteen or twenty thousand "revs" per minute live to a ripe old age. Why not build a gas turbine winding at the same speed, lighter, smaller, more compact? Why?

Finding materials which will stand up under continuous heat of combustion of gasoline and building an efficient rotary compressor are the two little stumbling blocks in the way of a successful gas turbine. A powerplant of this type is now being tested in Europe; details of construction are not being forced upon unwilling listeners, by any means. This development will be watched with keen interest.

Home Made Fuel

Many electric power companies are fond of electric trucks because they can produce the vehicle power during their generating station's off-peak periods. Gas companies may enjoy the same privilege by compressing illuminating gas into cylinders and carrying the gas on trucks instead of gasoline. Recent tests abroad indicate that gas fuel for 100 miles travel may be carried without too much bulk.

"Compression" Breaking

Free wheeling has put braking effort of engines in the spotlight. Stopping distances with and without the engine clutched to the drive line are compared, brake wear saved by going down hill in gear estimated.

That engine braking effort is due to engine compression is frequently assumed. A bit disconcerting therefore is the knowledge that there is no compression, as the term is usually employed, in an engine with the throttle closed being pulled around at high speed by momentum of the truck. Equally surprising is the fact that no motor vehicles on our market are equipped to make full use of engine compression as a brake.

A large air inlet above the carburetor would enable the engine to draw in cold air and work this air through the engine cycles. This would reduce the high vacuum existing on inlet strokes while engines are being pulled over by propeller shafts, one cause of oil pumping under these conditions. Air inlets have been fitted to truck intake systems;

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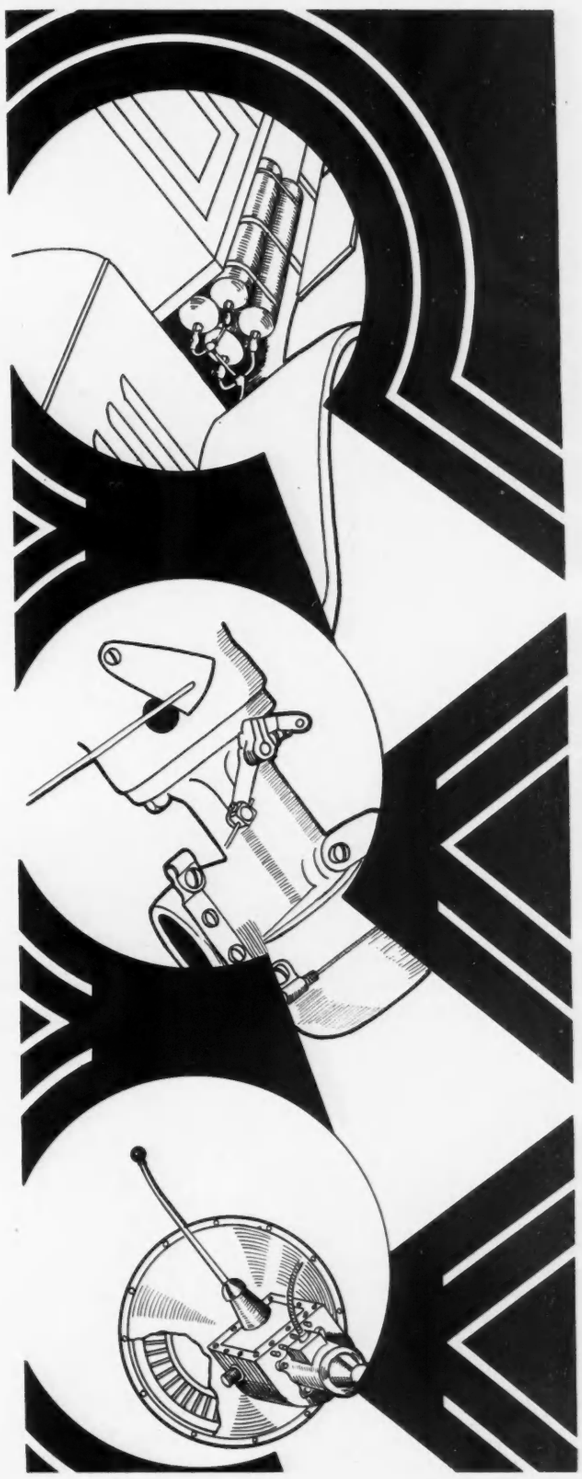

TRUCK DEALERS TO WIN FLEET

But to Play Them Right Outside Service Shops Must Be Fleet-Minded

FLEET service is profitable business for dealer or factory branch, but requires specialized application to attain. Unlike the ordinary run of customer the fleet operator is more exacting. He doesn't want his truck tied up in the shop; he wants work done when he wants it, and he wants it done how he wants it. To meet these needs dealers and branches must not only be fleet-minded but be fully prepared in every department of service.

That fleet business is well worth all the time and effort spent to acquire it is quite obvious when it is remembered that while sale of a new truck listing for $5,000 to a fleet operator may bring the dealer a profit of $500, the servicing of that truck, which costs the operator $4,000 each year to operate, will during its lifetime bring the dealer a return in excess of the profit on the original sale. Multiplying the profit to be derived from this one truck by 10, 20, 30, or whatever the number of units employed by any given operator, and then by several such fleets in the territory, and the enterprise runs into profitable big business. Furthermore, if the dealer provides satisfactory service during the life of the truck, the cycle may be repeated by the sale of a new vehicle.

To get this profitable repair business dealers and manufacturers' branches must go after it. They hold the winning cards! The ace is night service and is followed by the strong cards of adequate equipment, satisfactory workmanship, close cooperation and factory help. But to just hold the winning cards is not sufficient. The service station to win must play the cards for all they are worth.

Fleet operators demand night service. They demand it because it permits them to cut idle truck to a minimum and establish such records as an average of ten hours idle time per vehicle per year due to repairs. Therefore one of the first things that a service station planning to capture fleet repair work should do is to investigate the possibilities of such service, and then, after settling all details concerning its formation, organize a regular night shift. It should consist of a distinct and separate night force and not a day force working overtime. The day force should perform miscellaneous, emergency, short-time and unit assembly repair work. A service station with a night shift on this basis can't be ignored.

Adequate equipment, of course, is another essential, and service stations for the most part are not wanting in this category. But no matter how true this may be, does the fleet operator know this? The service station grooming itself for this business must show the fleet operator that it has ample housing facilities, adequate tools, parts and sufficient personnel. This can best be done by taking an inventory of all the special and labor-saving equipment and tools in the shop and by analyzing shop facilities and working staff, noting all characteristics suited to fleet service needs. This information should be recorded and carried in the portfolio of the shop representative when contacting operators for use as arguments in case any question relative to the shop, lay-out, equipment or personnel is brought up.

In this article, the second of a series of two, a fleet operator presents his ideas of what dealer, branch and independent shops should do in order to get fleet work.

The first article, which appeared in the September issue, pointed out the handicaps in maintaining a fleet shop, which led him to turn to outside shops for service.

After ordering the physical aspects of the shop to fleet service needs the dealer's or branch's next move is selling. This should involve the laying-out of a sales campaign in which all facts of compelling interest to the fleet-operator are lined up; information that will convince the fleet operator that it would be worth while to tie-up with dealer or branch service.

With this sales ammunition, the service station is equipped to canvass all fleets in the territory. Every laundry, meat market, grocer, coal dealer, ice dealer, utility, etc., in the territory should be solicited, and their executives approached on the advantages of dealer service.

Although it is quite possible that the service salesman may have to admit in some cases that an individual job may cost as much in his shop as it did or does in the fleet shop, he can counter with a number of other very good arguments. He may point out that because of night service no time is lost for repairs during regular working hours. He might argue that service station repair work is guaranteed, while defective work turned out in the fleet shop is done over again at additional cost. He might add that no extras, gadgets or "Russian government jobs" can be loaded or service station shops, as so frequently occurs in fleet shops. In some instances, he might project the following economy angle: that only one overhead on parts is included in the total cost, and that the

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HOLD THE CARDS REPAIR BUSINESS

By a
FLEET OPERATOR

whose prominent name and connection are withheld in conformity with the policy reasons of his company

THE HAND

A
♣Night Service

K
♣Adequate Equipment

Q
♣Satisfactory Work

J
♣Close Cooperation

10
♣Factory Help

TRUCK SALESMEN DON'T TOOT THE RIGHT TUNE

That's the Verdict of a Fleet Man Who for Years When Buying Trucks Has Listened to the Same Old Air

SALESMAN D. R. Harrington's piece "A Truck Salesman is a Bull in a China Shop," appearing in the July, 1931, issue of COMMERCIAL CAR JOURNAL, should, by this time, have provoked considerable thought among the gentry who earn their pork chops peddling trucks to the vast army of operators throughout the nation. But Salesman Harrington failed to "follow through."

Along near the end of his screed, in telling what the salesman must know, he says: "Finally, he must earnestly strive to understand the needs of the man to whom he wishes to sell a truck." There, friends, is a thought, but it needs elaboration.

That thought should be the foremost, rather than the hindmost, consideration of the truck salesman in approaching prospective truck buyers. Five and a half years' experience in assisting in the preparation of budgets for the purchase of replacement and additional trucks for a public utility fleet that numbers two hundred passenger and truck vehicles, have convinced the writer that truck and car salesmen pay too little attention to what the fleet operator actually requires and can actually use profitably.

In these days of well-published specifications for each and every make of vehicle, the operator pretty well knows the mechanical structure of the various units offered for sale. And in this day of high competition, it has been my experience that every make of truck gives the operator his full dollar's worth of value, if properly employed. In others words, all trucks are good—this business of finding flaws in the other fellow's truck is a lot of Bull Durham. But some trucks are better than others for certain types of work.

Vocational adaptation is the thing nowadays. The modern operator wants a truck to do a certain specific work, and where he is not too strictly standardized on vehicle makes, for purposes of economic repair and maintenance, he is going to buy the make that fits his job. And it's got to be a good fit.

Here is a case in point. For several years the representative of a well-known make of truck has been trying to sell us his truck. Now, he presents the argument that his truck is one of the most widely used for a multiplicity of purposes, and that, structurally and from the engineering standpoint, he has a real product. We readily grant him all that, but, exhaustive analyses of our needs have repeatedly convinced us that he has not a model in his entire line that will do any one of our jobs as economically as will some other make. He presents the argument that other public utilities throughout the country are using many models of that make of truck. Very true. It is a good truck. But we have particular conditions in our operations that do not occur in other public utilities, and, conversely, they have conditions which we do not encounter. But this representative apparently cannot see eye to eye

By WILLIAM E. FRAZER
Fleet Operator
San Diego, Calif.

with us on the matter. As a result, he is convinced in his own mind that we will have none of him, that we are prejudiced against his product and think it to be inferior. But that is not true. Our operating methods and conditions will not permit us to use anything in his line.

Not long ago, a fleet operator of my acquaintance required a dump truck for handling a specific type of work indigent to his own particular line of business. He had decided that he would have to use a four-wheeler for that work, and, as the work was important, he had to know that the unit he purchased was just right in every respect. Now, there are a lot of good chassis on the market, and a lot of good dump bodies and hoists to fit them, but one salesman tried hard to convince this operator that he needed a six-wheel unit. No amount of argument would convince the salesman to the contrary. His product was good, but his four-wheeler was not what the operator wanted. The salesman wasted a lot of time trying to sell this man something the man knew he could not use, stating that all kinds of contractors were using his make of truck. Certainly. There was no doubt about that point, or about the quality of the unit. But this operator was not a contractor.

And here is another point for salesmen to think about. While their particular make of truck might do the specific work required by an operator, as well as the make the operator finally selects, it may not do it as economically. A study of comparative operating costs over a period of years, not only of our own fleet but of other public utility fleets, under varied operating conditions and varied classes of work, has proved that there is a considerable spread in operating costs of different makes of trucks of like size and capacity, performing the same type of work, and in the operating costs of the same makes and sizes of trucks performing different types of work. Geographical location, in a good many instances, accounts for much of this va-

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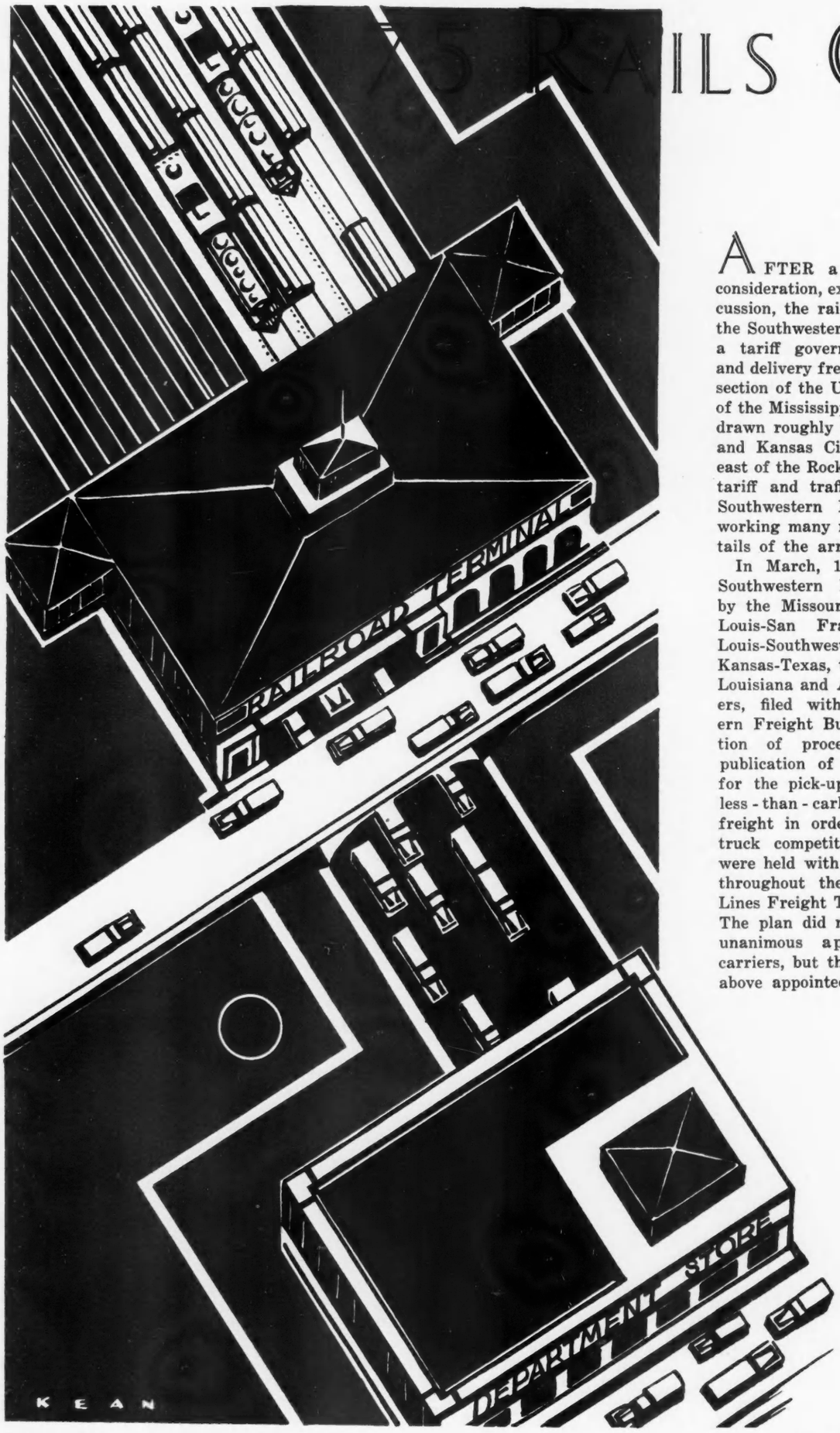

AS RAILS GO

AFTER a dozen years of consideration, experiment and discussion, the railroads comprising the Southwestern Lines have filed a tariff governing the pick-up and delivery freight service in the section of the United States west of the Mississippi, south of a line drawn roughly through St. Louis and Kansas City, Missouri, and east of the Rocky Mountains. The tariff and traffic officers of the Southwestern Lines have been working many months on the details of the arrangements.

In March, 1931, a group of Southwestern Railroads headed by the Missouri Pacific, the St. Louis-San Francisco, the St. Louis-Southwestern, the Missouri-Kansas-Texas, the Santa Fe, the Louisiana and Arkansas and others, filed with the Southwestern Freight Bureau their intention of proceeding with the publication of tariffs providing for the pick-up and delivery of less-than-carload merchandise freight in order to meet motor truck competition. Conferences were held with various railroads throughout the Southwestern Lines Freight Traffic Association. The plan did not meet with the unanimous approval of the carriers, but the lines mentioned above appointed a working com-

STORE DOOR DELIVERY

Trucking Companies Will Perform the Pick-Up and Delivery Services As Agents of the Railroads

By G. LLOYD WILSON,
Professor of Commerce and Transportation, University of Pennsylvania

mittee to proceed with the task of drawing up the rules, regulations, rates and allowances pertaining to the proposed service.

The actual tariffs prepared by the working committee have been filed by J. E. Johanson, the agent of Southwestern Freight Bureau, with the Interstate Commerce Commission, to become effective on Oct. 1, 1931. About 75 large and small railroads are participating carriers in the tariff. This number includes a dozen or more major Southwestern railroad systems.

● Services Included ●

The store-door service setup by this first major territorial railroad store-door freight plan includes calling for and collecting the freight, issuing receipts for it at the docks, platforms, doorways directly accessible to trucks at the shippers' warehouses, factories, stores or places of business, and transporting the freight in motor vehicles to the carriers' freight depots. It includes also the transportation of the goods in trucks from the delivering carriers' freight depots to the places of business of the consignors at the destination. The districts within which the pick-up and delivery services are rendered are within the corporate limits of the numerous cities in which the service is rendered.

Requests for the pick-up service may be made by shippers through notifying the agent of the railroad at the point of origin that the service is desired. The bills of lading and shipping orders covering the shipments must indicate that the service is to be given. The tariff provides that the originating carriers "will endeavor to honor promptly such requests, but will not be responsible for shipment or delay thereto, until receipted for and loaded on truck or dray."

Requests for delivery service may be made either by the indorsement or stamping upon the bill of lading by the shipper indicating that delivery service is desired together with the address of the consignee; or by written standing instructions filed by the consignee with the freight agent of the delivering railroad at destination, showing the extent to which delivery service is desired in connection without inbound shipments.

No charges are made by the railroads for the pick-up or delivery services if the freight moves at railroad rates over certain minimum rates. These minimum rates vary according to the origin and destination of the traffic. When the railroad class rates are less than 48c first class, 41c second class, 34c third class, and 26c fourth class, additional charges for store-door pick-up or delivery service are added. The amount added for pick-up or delivery varies with the rates paid. If the first class railroad rates are less than 38c per 100 lb., the trucking charge for pick-up or delivery service is 10c per 100 lb., first class, and correspondingly lower charges are assessed for classes lower than first class. If the first class rates are between 38c and 42c per 100 lb., the pick-up or delivery charge is 6c per hundredweight, first class. If between 42c and 48c the charges for pick-up or delivery service are 2c per 100 lb., as shown by the following table:

Railroad Freight Rates per 100 lb.	Charges Added for Pick-Up or Delivery Service per 100 lb. (Western Classification)			
	Classes 1	2	3	4
38c and less	10	9	7	4
42c and over 38c..	6	5	5	3
46c and over 42c..	2	2	2	1

Lower extra cartage charges are assessed upon shipments of cotton piece goods and other freight shipped under commodity rates or exceptions to the western classification.

Additional charges at the rate of 10c per 100 lb. are assessed for the pick-up or delivery services rendered by the carriers in connection with freight which moves upon the basis of the joint rail-and-water freight rates applicable via the Federal Barge Line, the Misissippi Valley Barge Line Co. or other barge line companies.

The new service which railroads believe will recover at least 75 per cent of the short haul traffic lost to trucks will be put in operation in Arkansas, Colorado, Illinois, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee and Texas.

Our purpose in giving full details of this railroad development is to enable truck operators, dealers and salesmen to familiarize themselves with its nature.

● Allowances ●

Allowances at the rate of 5c per 100 lb. are paid to the shippers if shipments are delivered by the shippers to the railroad freight stations. Payment of these allowances is made within 30 days after the shippers file claims for refund supported by itemized statements listing the shipments covered by the claims. The shippers must file also a certificate that the shipments would have been entitled to pick-up service under the provisions of the Southwestern Lines tariff. The claims must include all shipments upon which allowances are claimed during the same calendar month, and they must be filed with the carriers from whom the allowances

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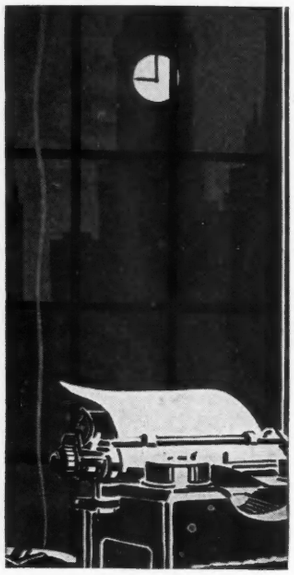


AFTER HOURS

S.A.E. Agrees on Action

The S.A.E. committee to which was assigned the task of finding a means of rating motor trucks held a meeting in Atlantic City during the A.E.R.A. Convention. Speaking among friends, we may say that some of the members came to the session with misgivings and mental reservations about the possibility of doing anything about rating motor vehicles. They brought along also ideas about how, if ever, trucks could be analyzed, evaluated and designated. That these views varied and, alas, were diametrically opposed in some cases soon came to light.

From an unexpected viewpoint came the clarifying thought which brought about an agreement upon a plan of action and a decision to meet again during the Transportation Meeting of the S.A.E. in Washington, D. C. This same idea challenged present ratings by tonnage or vehicle gross weight and propounded a test by which all rating methods should be judged.

Just what information does a fleet owner, or a single buyer, use in making comparison or setting a value upon a motor truck? This simple question asked casually halted an interesting discussion of mathematics during which the Buckendale formula was taken apart and reassembled, turned upside down and put back upon its feet again, as good as new. The question whether or not present ratings satisfy fleet owners or other prospective buyers immediately arose.

The answer was an emphatic NO. One nationally known engineer said "ratings can't be worse," and he and others picked a lot of flaws in ratings based solely upon weight, whether expressed in tons of carrying capacity or vehicle gross weight. When a manufacturer says that a certain model is a 1½-ton truck he tells only part of the story. He states that the truck can carry 1½ tons, but he mentions neither how, nor where. How, in this case, means how fast the truck can move itself and its 3000-lb. load and the speed the engine is making meanwhile. Where, in this instance, denotes the grade the truck can climb in high gear, loaded to capacity, and the extreme grade it can climb in low gear.

The Buckendale formula can be transposed to give hill-climbing ability if all other factors are known, or, if hill and road surface be assumed, it gives the total weight the powerplant can haul. It lacks the factor of speed entirely.

3-Fold Rating

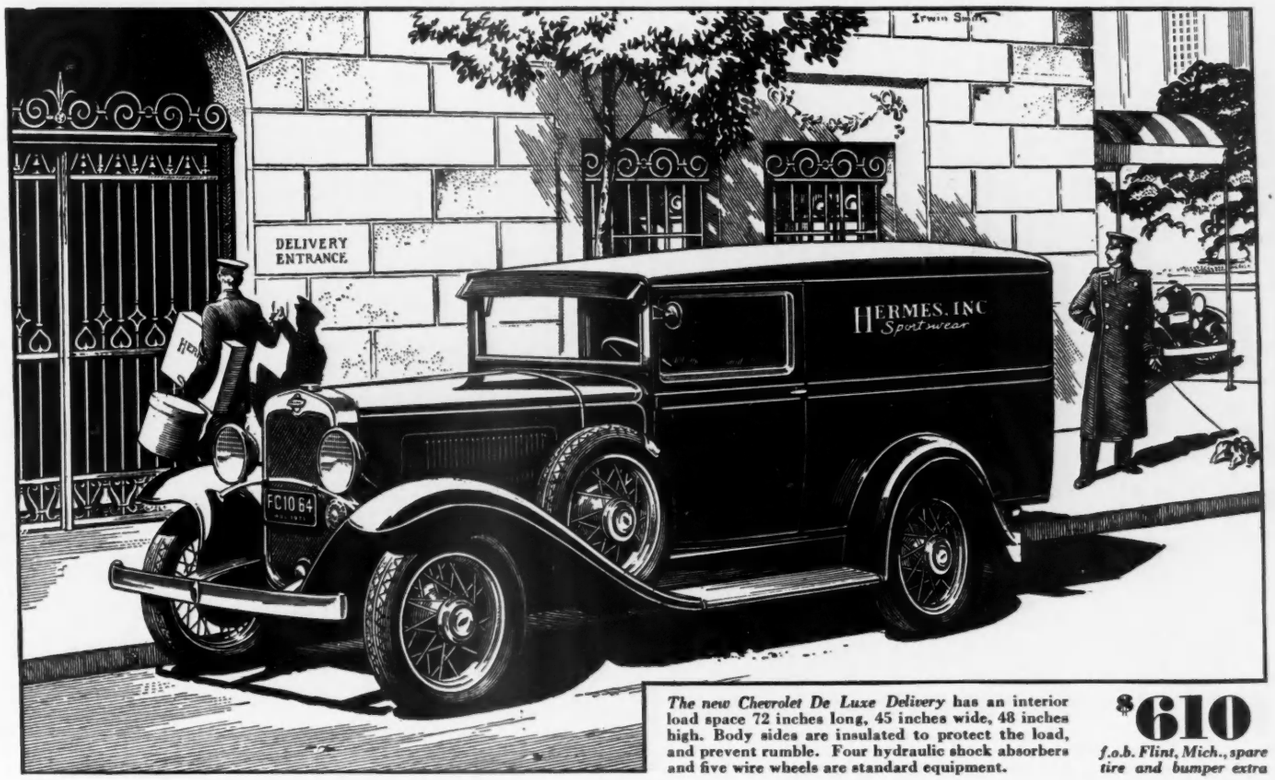
Three factors were suggested by one committee member as likely to appeal to truck buyers, large and small. These three figures to be combined into one hyphenated arithmetical phrase, as—20,000-3.5-45. The first figure shows a vehicle gross weight to include chassis, body, cab and load. The second is an ability factor expressing in per cent the grade the vehicle can climb in high gear, as calculated by the Buckendale, or a similar formula. The third figure shows the maximum speed of the truck at governed engine speed or recommended engine speed.

Workable Formula

Both ability and maximum speed can be figured by formula and direct calculation, but determining strength of the chassis and component parts is "a very complex problem," as one truck engineer pointed out. He visioned calculation of stress in frames, springs, axles, static and impact loads—quite beyond the range of a committee session in one afternoon. All agreed that chassis weight alone should not be accepted as a basis for rating trucks because future design of light-weight but rugged chassis might thereby be hampered by "un-engineer"-minded legislators.

The formula method of rating has the advantage that it would enable any dealer, state official, owner or other interested party to work out the rating after determining certain facts, such as engine size, about a particular truck. Factory discretion, salesman's hopefulness, user's expectations are out. Not an easy task, in all truth, to make up such an all-inclusive formula, but not impossible of accomplishment. The Army Ordnance Department has a data computer for anti-aircraft firing which solves a mathematical problem, which is full of variables, mechanically, and thereby points a gun at the point the airplane will be when the shell arrives at that point.

Fleet owners now have a chance to be heard by an attentive audience. In what matter do they wish trucks rated? With that point settled, the means of finding the desired answers can be found. We suggest that fleet owners set forth their views on this subject while the rating procedure is in the making. What say you?—J. W. C.



The new Chevrolet De Luxe Delivery has an interior load space 72 inches long, 45 inches wide, 48 inches high. Body sides are insulated to protect the load, and prevent rumble. Four hydraulic shock absorbers and five wire wheels are standard equipment.

$610
f.o.b. Flint, Mich., spare tire and bumper extra

Chevrolet presents

the new de luxe delivery

an unusually smart and economical half-ton truck

CHEVROLET

This new de luxe delivery combines all the rugged qualities of Chevrolet trucks with the many appearance features and refinements that have made Chevrolet passenger cars so widely popular.

Radiator, headlamps and tie-bar are plated in sparkling chromium. Five sturdy de luxe wire wheels are offered as standard equipment, the extra wheel being mounted in a fender well at the side. In every way, this model *looks* the quality that is so carefully built in every part.

Like all Chevrolet trucks, this delivery has a fast, flexible six-cylinder engine that develops 50 horsepower (25 per cent more power than any other truck priced so low). A long frame of 152 inches, supported throughout by four long semi-elliptic springs, permits mounting a body of maximum capacity. And this de luxe delivery has the same efficient Chevrolet chassis that has made unexcelled records for economical operation and upkeep.

In addition to this model, your Chevrolet dealer offers a full line of 24 other commercial cars and trucks with Chevrolet-built bodies, selling at prices among the lowest in the market.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN

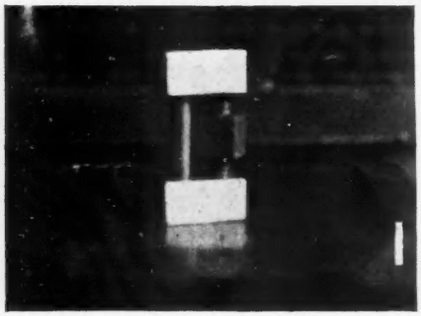
CHEVROLET SIX CYLINDER TRUCKS

FOR LOWEST TRANSPORTATION COST

IN addition to maintaining electrical equipment on gasoline trucks the maintenance shop of the American Stores Co., Philadelphia, also services a number of electric trucks. The electrical department of the shop, therefore, is larger and more complete than usual in a shop of its class. This department not only makes minor repairs to electrical units, but completely overhauls them, even including rewinding armatures and field coils of starters, generators and electric motors.

The same favorable conditions, mentioned in the June issue, page 30, which inspire mechanics to work out time and labor-saving devices, give a like incentive to the electric shop force. Although the devices shown on the accompanying pages are by no means all of those used in this department, they do show the diversity of equipment, ranging in size from hand tools to an electrically heated bake oven.

Interchangeable brackets and bench sockets are used throughout the shop for supports for tools and smaller units being repaired, such as truck engine generators. The brackets are built of ½-in. round stock, and sockets are set into the edges of workbenches with a wing type locknut, as shown in Fig. 8. Other brackets on bench tops are provided where needed. This plan makes it possible to mount a unit on a bracket and then work upon it on any workbench in the shop. Not least of the advantages of the mounting is the fact that it permits shop men to swing the unit around to any desired position, a great time saver on generator work.



16 Clever Keys to Electrical Repairs

Devices used by the American Stores Co. Philadelphia shop to unlock difficulties in servicing electric trucks and electrical equipment of gasoline trucks.

Fig. 1. Pole Spreader

Smallest of the devices shown is the pole spreader, Fig. 1, which measures 2 in. in length. It is composed of two steel blocks, a right and left threaded nut with square head and a round bar which is a tight fit in one block and a sliding fit in the other.

Fig. 2. Motor Stands

Movable stands with turntables on top are used for supporting electrical units during repair. Fig. 2. Swinging a heavy motor around or moving it from place to place is no fun, putting the weight on casters and rollers makes the job much easier.

Fig. 3. Electric Oven

Insulation on armatures and field coils is baked in an oven built in the shop, Fig. 3. The heating coils are mounted behind shields, one on each side. The parts to be baked are heavy and a frame on rollers is used to move parts into and from the oven. The frame itself is a rectangle of angles with three longitudinals and one cross member. It will support a 10-hp. electric motor with ease.

Fig. 4. Armature Balance Test

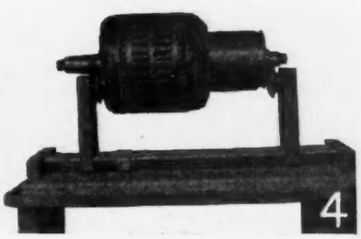
The armature balancing rig shown in Fig. 4 may be used for balancing other revolving parts. Ends of the armature shaft rest upon two pairs of knife-edge rollers which turn upon ball bearings. Uprights supporting the rollers are adjustable for length along two round bars forming the base of the machine.

Fig. 5. Growler

The growler, Fig. 5, which was also made in the shop, is similar to those used for testing generators and starters except that it is larger.

Fig. 6. Coil Winder

The device shown in Fig. 6 is used for winding heater unit coils and similar jobs. These units are made of fine German silver wire which must be wound with all the accuracy of a screw thread. The heater unit is placed in a mandrel on one of the three parallel shafts. The feed screw is driven by gear from the winding shaft and it may be replaced, with ease, by another with a different thread. The part carrying the wire is fed by a fibre friction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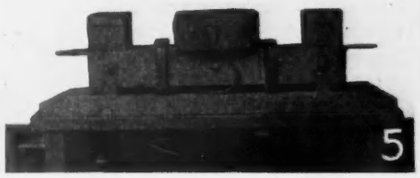
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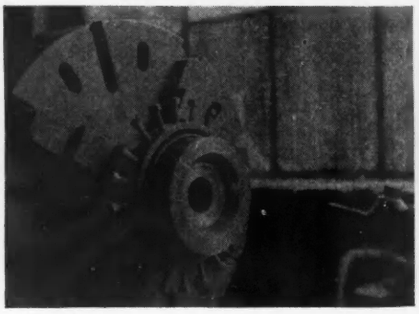

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8

16 CLEVER KEYS TO ELECTRICAL REPAIRS

block which is not threaded. The blocks are held in place by springs and may be opened for moving the wire back to the other end of the unit. Tension on the wire is varied by tightening a spring forcing two fibre blocks, through which the wire passes, together. But little power is required to wind such fine wire, and the mandrel and coil unit, as well as the feed screw, are turned by hand by means of a short detachable crank.

Although this winder was devised for winding heater unit coils the same principle of design may be used for making winders for other types of cylindrical coils.

• Motor Overhaul •

Ten illustrations, Figs. 7 to 16, inclusive, depict equipment used in the course of overhaul of electric motors, starters and generators. They comprise devices for making commutators, turning and undercutting commutators, and rewinding of armature and field coils. In smaller armatures the wire is wound directly, as on generators, but on larger motors the windings frequently are made separately and placed in position on the armature slots.

Fig. 7. Commutator Jig

The jig, Fig. 7, supports an assembly of commutator bars for turning in a lathe. Bars are made of pieces of bevel copper cut to uniform length. Insulation is placed between them and the assembly bolted together in the circular jig. Lathe cuts are made on the outside diameter, inside diameter, inside bevel and ends.

A ring through which a series of cap screws extends, like the fingers of a hand, forms the base of the jig. The screws exert pressure on a flexible ring which contacts with the copper bars. This arrangement assures uniform pressure through the circumference of the commutator bar assembly which is essential to secure a true circular shape. The pressure is sufficient to make the assembly rigid so that it can be turned.

Fig. 8. Hand Coil Winder

Coils are wound either by hand or machine. The hand winder, Fig. 8, is shown in one of the bench mountings, previously mentioned. The center shaft supports two long slides which are adjusted for position by means of the long, threaded rod through the center with a short crank on the end. A short, eccentric rod operates the revolution counter, adjusting knobs of which extend upward. Wire is wound on two V-groove collars by turning the round handle extending from one collar. The collars are free to turn upon short shafts and are held in position by a spring latch. The coil of wire is removed by detaching one of the collars and then slipping it over the end of the other collar. In case the coil is too tight to permit pulling the collar directly outward, tension is relieved by turning the adjusting crank one-half turn. The frame is marked with an inch scale to show size of the coil at any position of the slides.

Although only one winder is shown there are several of the same design but of different sizes.

The tension device, at left, straightens and puts desired tension on wire passing through the winder. Four grooved rollers are mounted on stub shafts on a circular base. Wire may be passed over two, three or four rollers as desired.

Figs. 9, 10, 11. Power Coil Winder

A power winder is illustrated in Figs. 9, 10 and 11. Major units are an electric motor, which transmits power to one end of an automobile transmission through a belt, a shaft above the transmission driven by belt from the other end of the transmission and a drop frame extension shown in Fig. 10. The transmission provides four speeds, counting reverse. Coils are wound upon shaped forms which are mounted upon the end of the upper shaft. If wire is taken from spools which can be mounted on the frame of the winder a simple brake is improvised by throwing a length of cord with a weight on the end about the grooved spool edge. Other spools are placed on the floor on U-brackets with the wire feeding directly upon the coil-winding form, as shown in Fig. 10.

Sturdy construction is required to take care of the weight of an overhanging armature and the motor and transmission. The frame is made of angles and bars, cross braces on sides and ends.

The drop frame extension, Fig. 10, carries an adjustable lathe center

The 16 Keys

Fig. 1. Pole Spreader
Fig. 2. Motor Stands
Fig. 3. Electric Oven
Fig. 4. Armature Balance Test
Fig. 5. Growler
Fig. 6. Coil Winder
Fig. 7. Commutator Jig
Fig. 8. Hand Coil Winder
Figs. 9, 10, 11. Power Coil Winder
Figs. 12, 13, 14. Coil Formers
Fig. 15. Armature Winder
Fig. 16. Undercutter

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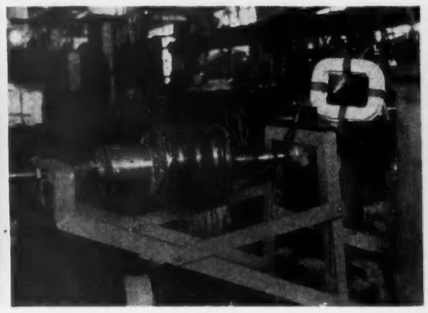

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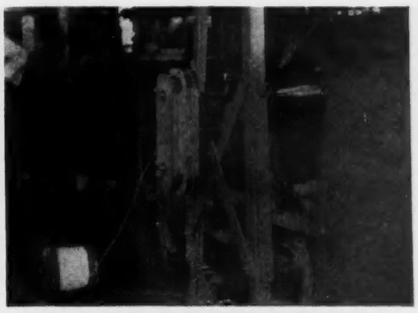

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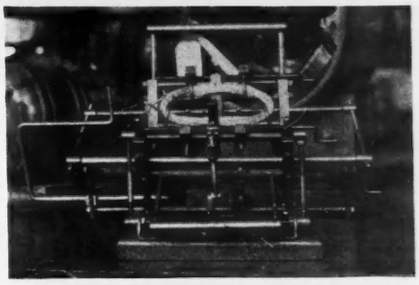

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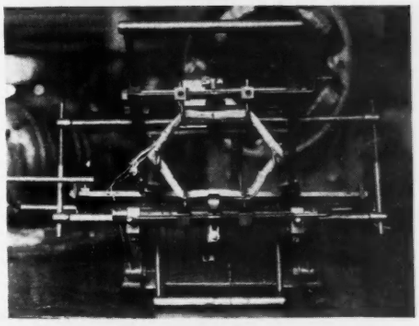

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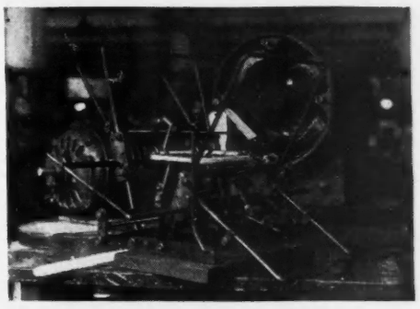

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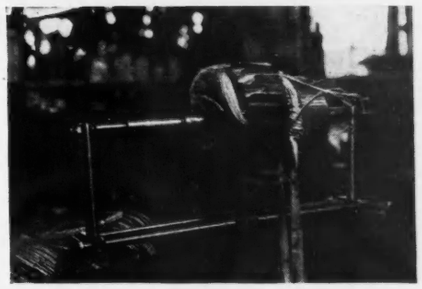

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16

which lines up with a center formed on the end of the winder shaft. This permits mounting armatures in the machine. This illustration also shows the revolution counter, on top of the frame to the left of the coil, which is used for counting turns of wire in coils.

Figs. 12, 13, 14. Coil Formers

Armature coils are not mere flat layers of wire as the windings on armatures in Figs. 4 and 10 plainly reveal. Coils must be formed after winding to fit the winding slots in armatures. Methods of forming coils and the machines used for the purpose are shown in Figs. 12, 13 and 14.

The former are so completely adjustable that it may be said that they have no normal position. Coils vary in size as well as in shape, and latitude of adjustment is needed to meet this requirement. Shaping is done by engaging hooks at proper places within the coil and then applying pressure to move the hooks to the distance and in the direction called for by the coil shape.

A coil before forming is shown in Fig. 12. Two hooks with points extending downward engage the upper part of the coil, two other hooks with points extending upward hold the lower part of it, meanwhile a hook is placed at the center of each end.

Applying pressure to the hooks pulls the coil into the hexagon shape shown in Fig. 13. The six sides are not in the same plane, there being a decided offset between top and bottom of the winding.

The former, shown in Fig. 14, is similar to that above it, but is larger This three-quarter view, however, shows the general construction. The base block and two light angles support the rectangular loops of round rod.

Fig. 15. Armature Winder

Smaller armatures are wound by passing wire directly around insulation placed in the armature slots, as in Fig. 15. For this work the armature is mounted in centers in an adjustable bracket which fits the bench sockets. This bracket is a simple assembly of a center block, two round slides and a threaded bar to move the uprights to desired center distance.

Fig. 16. Undercutter

Mica between commutator bars is undercut on the machine shown in Fig. 16. Two centers are placed in a heavy frame and the armature is placed between them, as in a lathe. Cutting is done by a miniature circular saw driven at high speed by a shaft sliding on two bars. The saw shaft is moved along the commutator by the upright handle and connecting rod. The saw is driven by round belt by an electric motor at the base of the machine. The armature is held steady during cutting by fingers.

In addition to the time and labor savers shown herewith a few others may be mentioned. Triple extension brackets are used on bench electric lamps. An upright tubing supports the extension arm made of a piece of tubing, inside of which is a smaller tube and in turn a steel rod. The lamp socket is attached to the end of the rod. The extension is long enough to place the light over the aisle and when in closed position brings the light right over the bench. Magnetos and generators are tested in fixtures built into a work bench and driven by a line shafting in the center of the double bench.

WHY FLEET MEN

This operator discounts factory truck ratings because:

- Actual load-carrying ability depends on service conditions;
- All truck parts are not engineered to same capacity;
- Factory ratings are based on capacity of weakest part.

And therefore operates his trucks successfully with overloads by:

- Strengthening weak parts;
- Replacing light units with larger sizes.

FACTORY ratings in my opinion are arbitrary propositions and do not mean very much because all units making up a truck are not engineered to the same capacity. We find that our heavy-duty trucks are capable of operating under loads of 150 per cent of present factory gross ratings if rim and tire sizes are adequate and gear ratios proper, while for work under 20,000 lb. gross one of the many "overgrown" passenger cars will do if strengthened in some units. For longer life a truck company's lighter duty truck will do for 50 per cent overload, but for duty like dump work or for use over dirt and gravel roads not too carefully surfaced, we would load these vehicles according to fac-

IGNORE RATINGS

By FRANK A. ROSE
Fleet Operator

tory ratings with altered gear ratios.

As a matter of fact, the basis for many ratings seems to be the load-carrying ability of some of the weaker units, with the result that trucks are more often under than overrated. This being the case, we felt we were not using the maximum potential capacity inherent in our trucks, and as a result we did not get their full earning power, which loss, in the course of a year, runs into a considerable sum. So we decided to strengthen the weaker units or replace them with larger sizes. We have done this for a number of years with considerable success and are now carrying loads larger than recommended by truck manufacturers with complete safety. Here are our reasoning and accomplishments as we worked them out unit by unit.

From the operator's standpoint, gross ratings should start with tire sizes. In my opinion, ratings of loads for each size tire, as set by tire manufacturers, are very conservative, as we consistently overload a well-known tire 15 per cent without loss of mileage. We use balloons exclusively for highway work and obtain mileages of 40,000 to 60,000 and get a salvage value from the tire as well.

• Matching and Oversizing •

Rim and wheel size should agree with tire sizes. For instance, when a certain truck manufacturer put out its 3-tonner with 30 x 5 tires, and then changed to 32 x 6 rims and tires, and their dealers finally put on 34 x 7 tires, there was too much extension of duty, which was reflected in speedometer changes necessary to compensate. When Timken axles are used, one oversize in rims and tires may be installed. Despite this 100 per cent overload above the Timken axle guarantee, service over a period of more than 150,000 miles shows no breakdowns, with only an occasional change of a bearing. Factory ratings on axles probably are made to cover extreme dump truck use, while we make fast runs with double loads on pavements. As proof of my contention, we recently sold a worm and gear that had been operated for two years under overload and received for it something like one-third the cost of the improved worm and gear we installed.

Springs usually are adequate for their ratings only, so we always build them up to our requirements. But our problem would be much simpler were the springs uniformly ½ in. wider, because with narrow leaves the spring assembly cannot be built too high on account of the swaying tendency of our 13-ft. high loading system.

I have no criticism to make of the universal joints except that in some six-wheel installations there is too much oscillation. A feature some manufacturers might note, however, when furnishing optional worm or bevel drive is alignment, otherwise the rear castor angle and elevation of carrier bearing will be improper. Many joints are destroyed from error in alignment at this point without the user, dealer or even the manufacturer knowing why.

While auxiliary transmissions are adequately rated to permit 100 per cent overload, more careful attention should be paid to selection of rear-axle ratios, otherwise the auxiliary will be operating 95 per cent of the time in overdrive instead of direct drive. For example, if the rear-axle ratio is slow, overdrive in the auxiliary is used to get high road speed, and as a result the auxiliary runs hot and its upkeep is increased.

Installation of auxiliary transmission in frame is another important point. Nature of highways in our section of the country requires mounting the auxiliary on rigid cross-members, which in turn are mounted semi-flexibly in the frame. Rigid cross-members would sheer rivets or break frames because of the frame weaving

over our highways. Cross-members at rear of transmissions also are required to carry an extra strain through the use of driveshaft brakes.

Some manufacturers using fairly light main transmissions are employing annular ball bearing in their mainshaft assembly. These bearings seem to be unable to stand up under overloading, although adequate for advertised rating. But since dealer and factory differ 100 per cent in their ratings of the same truck, no transmission in over 12,000-lb. gross trucks should have light-duty bearings. This applies to the pilot bearing as well, which should also be heavier.

While clutches are rated all right for 100 per cent overloads, the flexible tubes used for lubricating throwout bearings should be stronger to prevent breakage and throwing of lubricant into the case instead of putting it into the bearing.

Disk-type brakes are working out better than the drum type, especially in regard to holding ability, drag and service. It is embarrassing to try to hold a load on a grade with a drum-type hand brake. Service brakes now used are quite adequate, especially those of hydraulic type. Parts are sometimes destroyed by the higher application pressures of some boosters, which are too powerful for the light type of service brakes used. But these cases are rare.

Frame sizes for the most part are heavy enough for 100 per cent overload, but even with the best a constant weaving is taking place. Side rails should be kept at a fixed distance from each other. By anchoring through fabric (not rubber) blocks, a limited amount of parallel weaving, to take up the sway of the load, is permitted, thereby curtailing breaking of cross-members and pulling and shearing of rivets. A factory expense of ten dollars for a better frame will often save the operator hundreds.

The relationship of wheelbase, cab to center of rear axle distance, frame size and balance of loading space should have more attention. Some manufacturers turn out units that are okay back to the cab, but from there back are stunted, having only room enough for a three-ton load, when as a matter of fact their layouts should permit a gross of 25,000 lb. Such jobs need altering and lengthening to take care of a larger body. There are some truck builders who consider these elements, but too many neglect them and make plenty of work for blacksmith shops correcting factory omissions and errors.

Method of mounting the cab should be determined by conditions. Three-point suspension of cabs through rubber is satisfactory where the cab is not required to carry a load, but where they are loaded, fabric should be added at the rear corners to strengthen the back wall. The front mounting of load-carrying cabs should also have a layer of brake lining and an extra strip of angle.

As for engines, it is my experience that the following types and sizes of engines are best adapted under our road conditions for our various services:

(a) In heavy-duty trailer service of 68,000 lb. gross (the heaviest permitted on California highways without special permission), the engine should be about 500 cu. in. displacement with maximum torque at 1000 to 1400 r.p.m.; maximum power at 2400; best duty, considering life and operating cost, at 2000, and best economy at 1500 r.p.m. An auxiliary transmission will permit high speeds when running light or on level roads with slow engine speeds, and will insure use of direct drive when pulling, except on steep grades.

(b) In heavy-duty service without trailer the same type of engine with 425 to 450 cu. in. displacement could be used nicely.

(c) For work up to about 25,000 lb. gross a 360 cu. in. engine of the same type would do.

(d) For four-wheel vehicles with duty up to 20,000 to 22,000 lb. gross, a 325 cu. in. engine is adequate. However, as a substitute, a 280 cu. in. passenger car engine capable of 1000 r.p.m., greater speeds may be considered if used with a slower speed rear axle to give greater tractive effort on steep grades and about the same top speed. I think that over a period of 150,000 miles the latter engine would cost more for upkeep on account of faster ring and piston speeds and the inclination of the driver to put on classier performance with flashy pick-up.

(e) Below the 20,000 lb. gross class the engine out of any passenger car of a power and speed proportionate to gear ratio and tractive effort required over the route to be traversed will serve. For city delivery work and for service in short outlying districts a rebuilt passenger car will do.

(f) Vehicles to carry heavy loads slowly for short distances might be tractor-trailer outfits, or a low-ratio truck with a fairly small engine not specially built for this work. While one of the other types of trucks could be used economically for this work intermittently, for permanent duty a tractor with pneumatics and semi-trailer would be best.

PROGRAM S.A.E. TRANSPORTATION MEETING

Washington, D. C., Oct. 27, 28, 29, 1931

Tuesday, October 27

Morning — 10:00 A. M. — Technical Session

Chairman, F. K. Glynn

Paper—Problems Confronting the Transportation Engineer — T. L. Preble, S.P.A. Truck Corp.

Discussion.

Afternoon — 2:00 P. M. — Technical Session

Chairman, E. S. Pardoe

(a) Comments on Motor Truck and Motorcoach Operation as Related to Railroads—Samuel O. Dunn, Editor, Railway Age.

(b) Was Motor Vehicle Transportation Helped by 1931 Legislation? —Pierre Schon, General Motors Truck.

Evening—7:30 P. M.—Inspection Trip

Washington Railway and Electric Co.

Wednesday, October 28

Morning — 9:30 A. M. — Technical Session

Chairman, A. J. Poole

Papers:

(a) Commercial Application of Diesel Engines in Motor Vehicles —Colonel G. A. Green.

Discussion.

(b) Engine and Chassis Lubrication —A. J. Scaife, White Co.

Discussion.

Afternoon—

(a) 1:15 P. M.
Call on President Hoover (photo, etc.). (This is scheduled if possible for not later than 1:15 P. M., subject to the wishes of the President).

(b) 2:00 P. M.
Visit to Bureau of Standards for inspection of sections doing work of interest to transportation engineers.

(c) A short sightseeing trip.

Evening—8:00 P. M.—Technical Session

Chairman, C. S. Bruce

Paper:

Suggested topic—What the Bureau of Standards is Doing for Business—Dr. George K. Burgess.

Thursday, October 29

Morning—9:30 A. M.—Technical Session

(M. C. & M. T. Activity)

Chairman, W. J. Cumming, Supt. Service Trans. Co., N. Y. C.

(a) Relation of the Motorcoach Body to the Chassis—R. W. Naegle, Bender Body Company.

(b) Relation of the Motorcoach Chassis to the Body—George H. Scragg, International Motor Company.

(c) Metal Bodies for Motorcoaches—C. O. Ball, General Motors Truck.

Afternoon — 2:00 P. M. — Technical Session

Chairman, G. O. Pooley

Paper:

The Equipment and Operation of Fleet Repair Shops Versus Manufacturers and Commercial Repair Shops —John M. Orr, Equitable Auto Co., Pittsburgh.

Evening—6:30 P. M.—National Transportation Dinner

75 RAILS GO STORE-DOOR

CONTINUED FROM PAGE 21

are due within 45 days after the last day of each calendar month during which the shipments are made.

The store-door pick-up and delivery services of the Southwestern Lines are extended to all less-than-carload freight upon which the charges are assessed upon the bases of class rates governed by the western classification, or exceptions to the classification or commodity rate governed by this classification or exceptions, and certain traffic governed by the southern classification. This latter traffic includes freight moving between St. Louis, Missouri and East St. Louis, Illinois, and points in the State of Missouri.

The services are not extended at all to certain commodities, including:

1. Cotton
2. Cotton linters or cotton regins
3. Cottonseed hull fiber shavings
4. Dynamite or high explosives
5. Empty returned carriers or containers when the freight charges are less than the fourth class rates, and where the loaded movments of the freight for which the containers were used were not handled by the rail carrier
6. Alcoholic liquors
7. Live animals

Pick-up service is rendered in connection with shipments transported in scheduled refrigerator cars only on the days when the refrigerator service is scheduled. When no such service is scheduled the pick-up service is performed only when the perishable shipments are to be handled in ordinary box cars. The bills of lading or shipping receipts covering these shipments should bear a notation showing that the shipments are to be handled in box car freight service.

Shipments covered by negotiable order-notify bills of lading are not given the pick-up or delivery services. Only shipments which are covered by non-negotiable bills of lading and where there is no provision for the surrender of the bills of lading or other documents prior to the delivery of the freight are given pick-up or delivery service.

The pick-up or delivery services, moreover, are not extended to shipments of fresh meats, packing house products, lard, lard substitutes or other articles grouped with these articles in peddler car service. Peddler car service is the service rendered by the railroads to these articles permitting them to be shipped in refrigerator cars and stopped at a number of stations where part of the contents of the cars is unloaded for delivery to local merchants at each station.

Restrictions are also made denying the pick-up or delivery services to shipments which must, under the rules of freight classification, be loaded or unloaded by the shippers or the consignees.

Articles of unusual size and weight, such as (1) articles in one piece or package of dimensions exceeeding 14 ft. in length, 6 ft. in width or 6 ft. in height; articles in one piece or package exceeding 22 ft. in length regardless of the size of other dimensions, and plate glass in packages exceeding 4 ft. in width or 9 ft. in length, are not given pick-up or delivery service.

TURN TO PAGE 48, PLEASE

TRUCK SALESMEN DON'T TOOT THE RIGHT TUNE

CONTINUED FROM PAGE 19

riance in costs, so that when the salesman tells the buyer that the Whoosis Gas and Light Co. over in the next state operates 10 of his make of truck for so much per mile, he's not telling the buyer anything of any particular value.

Generally speaking, it would appear that salesmen do not sufficiently analyze the local conditions and needs of the operators to whom they desire to sell trucks, and therein they are missing a bet, or a couple of bets. Truck salesmen have a golden opportunity to benefit greatly the truck manufacturing industry and the fleet operators, by learning to thoroughly localize truck needs in their districts, rather than depending on generalities. Instead of stating to a prospective purchaser that 75 per cent of the contractors use a certain model of his truck, or several models, he should find out definitely what that prospect's own particular local conditions are, and then, if he has a truck that he knows will economically perform that work, take off his coat and go to work. But if he has nothing in his line that will fill that specific bill, no matter how well his truck is built, how powerful his motor, how many up-to-the minute accessories it is equipped with, he should gallantly turn away and consider that he is doing the industry at large a good turn by refusing to try to sell something that the buyer cannot really use economically. It will give the buyer more faith and confidence in the salesman, and some day that buyer

TURN TO PAGE 50, PLEASE

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Ind.	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	LaFrance-Rep.	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January....1931	223	154	7,569	167	1,183	23	31	111	11,313	447	1,325	28	225	16	27	3	13	273	32	15	62	84	297	221	159	24,415
January....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February....1931	177	107	7,459	135	1,129	31	36	100	10,868	388	1,368	34	184	12	20	4	28	261	30	11	47	85	268	204	184	23,466
February....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March.....1931	121	151	9,396	144	1,363	15	28	123	14,731	454	1,881	36	287	17	29	9	18	308	30	10	57	119	362	207	283	30,609
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April.....1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	480	564	47,032
May.....1931	155	190	9,932	260	1,492	24	13	170	15,675	543	2,382	40	355	19	18	17	38	306	20	16	101	175	426	254	421	33,496
May.....1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	2,531	49	717	36	55	2	93	737	59	55	147	305	115	452	456	43,245
June.....1931	179	144	8,970	240	1,285	37	14	144	12,448	513	2,078	45	294	11	24	18	29	466	20	25	59	136	288	267	351	28,496
June.....1930	183	481	9,761	261	1,113	56	118	158	15,669	889	1,917	56	446	29	19	2	43	581	54	38	109	207	102	412	352	33,512
July.....1931	136	143	9,539	304	1,251	32	12	151	12,932	728	2,282	58	288	22	9	12	34	648	18	4	71	129	301	233	355	30,101
July.....1930	194	388	10,947	338	1,080	47	124	209	19,841	882	2,477	50	577	39	35	2	41	583	71	43	100	266	88	460	409	39,888
August.....1931	112	186	8,979	267	989	37	7	125	11,575	735	1,827	25	289	12	17	8	21	609	16	14	59	117	248	207	277	27,070
August.....1930	171	251	9,544	277	707	32	91	142	17,086	604	2,223	51	405	33	29	3	27	436	72	26	102	184	85	399	295	33,758
Total 8 Mos..1931	1,258	1,290	73,039	1,753	10,267	232	158	1,074	107,297	4,398	15,438	324	2,266	128	164	89	223	3,225	197	116	560	1,011	2,571	1,821	2,376	234,501
Total 8 Mos..1930	1,466	3,024	89,229	2,262	10,560	378	1133	1,533	140,903	7,023	18,015	419	3,806	330	311	21	368	5,185	522	277	930	1,793	785	3,343	3,506	301,740

SAFETY REWARDS! CASH?

Fleet operators wondering whether drivers should receive extra consideration for safe driving will find in this article four schools of opinion—that the driver deserves nothing extra for safety; he should be given cash; an award, or both cash and award. The article also contains 20 different combination bonus and award plans.

SHOULD the manager of a commercial fleet give to his drivers merit awards and cash bonuses to promote fleet safety?

At all conferences to consider accident-prevention problems this is a live question of discussion. But the discussion usually relates mostly to cash bonuses, with decided opinions for and against. The defenders of the cash bonus contend that there is no sharp distinction between awards and bonuses. They argue that all fleet managers who have a systematic program for safety education necessarily give special recognition to those drivers who make the best no-accident records. Such recognition, they argue, is a kind of merit award and differs only in degree from a cash bonus payment.

The driver who, because of his safety record, receives even a word of congratulation or a hand shake from "the chief" has been honored among his fellows. It is a natural evolution, say defenders of the cash bonus, gradually to give such drivers more and more recognition. Perhaps at first only a safety certificate. Then a safety medal. Then an honored place in a public presentation of awards. Then a salary promotion based on his safety record. Then a definite cash bonus payment in recognition of a definite cash saving to the company.

Robert C. Haven, director of personnel and safety of the Baxter Laundries, Inc., Grand Rapids, Mich., was asked to state his experience with about twenty different laundry fleets.

"We do not have a bonus plan," he said. "We believe the men are being adequately compensated and should use ordinary care in the use of the company's cars. Economic or business conditions later may suggest the use of the bonus plan, but at the present time we do not feel the need." Then he outlined his method of "education and stimulation" which have brought an accident reduction, comparing the first seven months of 1931 with a like period in 1930, of 81.7 per cent in property damage, 92.3 per cent in collisions, 99.8 per cent in public liability, and 97.9 per cent in attorney fees. During this period the number of automobile accidents decreased 13.6 per cent.

● Six Nays ●

An outstanding summary of the arguments against the cash bonus has been made by Robert Clair, supervisor of the highway safety department of a large insurance company (Liberty Mutual Insurance Co., Boston), and formerly safety supervisor of the Checker Taxicab Co. of Boston. He had drawn up six points of indictment, in brief as follows:

1. The authority to distribute "a fat bonus fund" permits "the greenest and most uninitiated safety engineer" to conduct a successful no-accident fleet campaign, because the "money compensates for his lack of knowledge and experience."

2. In industrial plants the employee is not paid for working safely. Safety is a part of his daily production duties.

3. The normal worker is paid for the proper care and safe handling of his tools, and for the commercial driver, his vehicle is a "tool." To pay him a bonus spoils him and ruins his conception of his true responsibility.

4. Once we institute a bonus plan and then later try to take it away, our drivers will say, "You paid us for driving carefully last year, why not this year?" But try to answer that satisfactorily! Their morale is gone!

5. When a bonus plan is suddenly applied to a fleet whose experience has been bad, improvement is soon obtained and the bonus idea is given the credit. As a matter of fact, equally good preliminary results could have been obtained without the bonus.

6. Results obtained from a bonus plan are usually temporary. They will last only as long as we can afford to keep paying, frequently not that long.

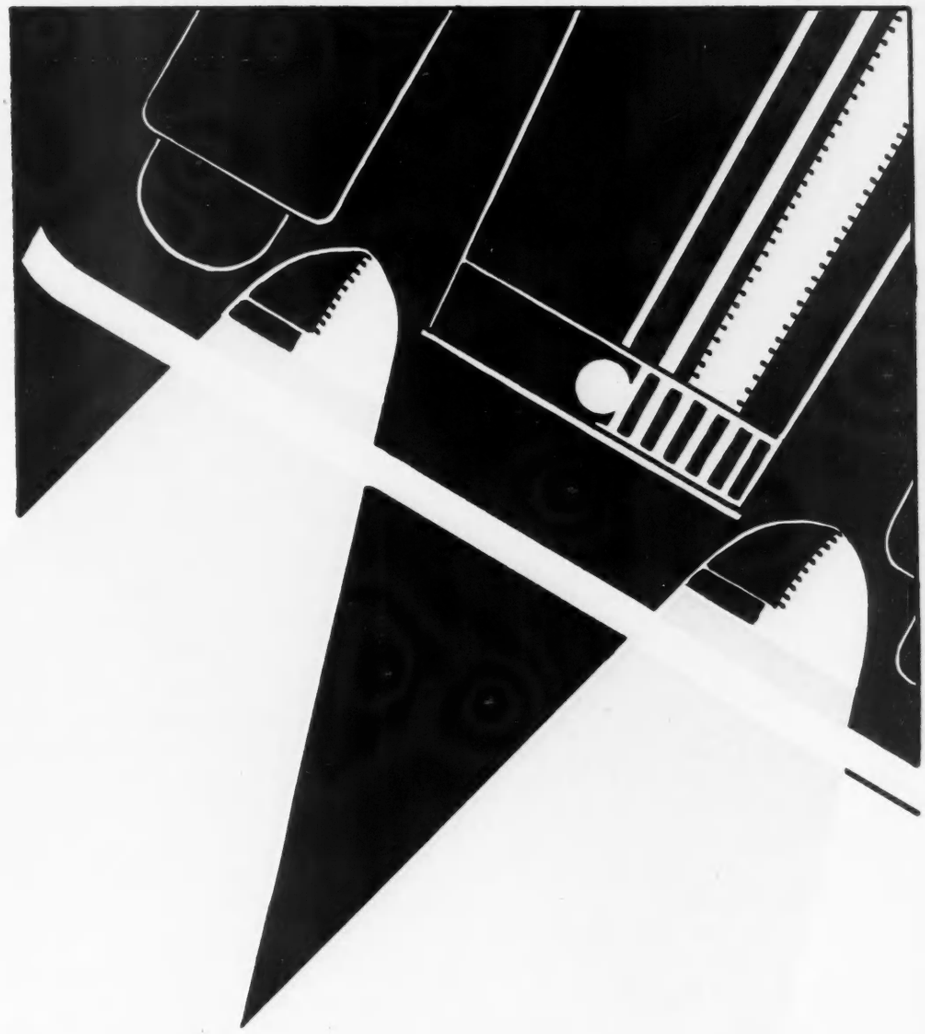
In a discussion at a National Safety Congress, one fleet manager stated that he had avoided the bonus plan because it developed a tendency on the part of the operator not to report accidents. This suggestion was answered by another fleet manager as follows: "I found, when we started a bonus that our accident report decreased very materially. But it was because our men used good judgment in discriminating. With the bonus in the back of their heads, they did not report as many trivial matters as before."

Another fleet manager presented the following suggestion: "We offered a little prize last year," he stated, "for men who went a certain period of time without an accident. But when it came time to award the prize, we discovered it was going to create a great deal of hard feelings. So

some of the fleet managers gave buttons also to all the poor devils who had had accidents, in order to avoid any hard feelings."

Still another fleet manager found that some so-called "trivial and unreported accidents" later turned out to be quite severe. To meet this situation he ordered all accidents be charged against the operator, but he had the right to appeal to a special safety committee for a reversal of the charge. Still another fleet manager to meet this problem charges a stiff penalty of $45 for each failure to report an accident.

In support of a combined cash bonus and merit award plan there is a great deal of evidence. One example is the Wisconsin Ice & Coal Co. of Milwaukee. Each driver of their 175 delivery trucks is given a $5 cash bonus for every three months free from accidents. General Superintendent H. S. Hirschfield states that "we reduced accidents 50 per cent in the last two years and are working for an even better record in 1931. Our first quarterly re-



HONORS OR NOTHING?

By R. R. HOWARD
National Safety Council

SAFETY REWARDS! CASH, TRINKETS OR NOTHING?

port shows 118 accidents this year as against 265 for the same period last year." In May "No-accident driver awards" of the National Safety Council were presented to 21 of their men who in 1930 drove a total of 225,000 miles without accidents. Eleven of their drivers had had no accidents for two years. These results were credited by Mr. Hirschfield to the company program of quarterly cash bonuses, safety awards, and "air-tight inspection to insure that the men have safe equipment."

A novel bonus plan is reported by a company which operates a fleet of 30 auto trucks from an up-state town into New York City. For every accident for which he is responsible, the driver is fined $5, and he receives a bonus of $2 for each month without an accident. For the months reported, the company had paid bonuses of $60 and had had no accidents. It is said that the men have suggested that the fine be increased to $10 and the bonus to $4.

• Paper Credit •

The following bonus plan is reported by a Detroit organization. At the beginning of the year each driver is given a $60 paper credit. If at the end of 12 months he is still with the company and has had no accidents and has lost no tools, he receives this $60. Otherwise, the cost of all tools lost and a charge of $5 for each accident is deducted from this fund. The driver, to avoid argument, is charged with any accident "costing money," regardless of responsibility. If the driver is married, his wife is notified at the beginning of the year of the $60 bonus credit. This plan is credited with "reducing fleet maintenance costs, cutting down accident frequency, and giving a smaller labor turnover."

The General Ice Cream Corp. of Schenectady, N. Y., has four classes of drivers. Each driver is credited monthly with his auto mileage and charged with the mileage applicable to penalties served against him for accidents. At the end of the bonus period, Dec. 1, each driver is paid for his net total mileage at the rate for his class. When an accident occurs, the assessment against the driver is based on his degree of carelessness as fixed by a safety committee, although the driver is given an opportunity to protest. One-half of the bonus charged against the drivers who have had accidents is accumulated and distributed prorata at the end of each year among all drivers with clean records. Safety emblems are given for a period of six months, nine months, one year and two years without accidents.

A company at Newark, N. J., with 300 trucking vans, has been giving a bonus of $5 for each 24 consecutive days without an accident, and a plan is being considered to give merit cards for no-accident periods.

The United Parcel Service of New York, with about 900 delivery service vehicles, issues accident cards to drivers on the basis of good records. Credit is allowed each driver for normal cost of car operation, the actual cost of gas, oil, tire repair, and accident costs is charged against his credit. Accident responsibility is determined by a safety court.

The United Parcel Service of Los Angeles, with about 350 light delivery trucks, presents wallets with engraved cards of appreciation for two or more years free from accidents. Drivers are given a monthly allowance for operating their cars and if expenses are less than this allowance, the difference is given to the driver in cash. All accidents are investigated by the division manager.

The Junge Baking Co. of Joplin, Mo., with 35 trucks, present no-accident radiator stars for one year. They give $25 in cash or one extra week of vacation to all drivers who carry the gold star on their truck for one year—which means a year of driving without an accident chargeable to the fault of the driver. All accidents are investigated by a company safety council.

The Coast Cities Railway Co. of Asbury Park, N. J., with 70 bus and passenger cars, presents gold stars or gold eagles for the cuff of the uniform of the driver who goes six consecutive months without an accident. All accidents are charged except where the truck is bumped at the rear while at a dead stop. Five gold stars may be traded for a gold eagle. A bonus of $3 is paid to drivers of buses who drive 30 consecutive working days without a chargeable accident.

• Varied Gifts •

The Capital Traction Co. of Washington, D. C., with 30 buses and 10 trucks, give careful attention to selection of drivers and competent supervision. To keep up safety interest, they divided their operators into ten men each and award cigars and a simple plaque monthly to the team with the best records. Every six months a safety dinner is given to the best team. A recent winning bus team chose, instead of a dinner, an electrically operated clock for their club headquarters.

The Equitable Auto Co. of Pittsburgh, which operates nearly 600 passenger cars, trucks and motorcycles, does not have any bonus system or financial awards for safe driving, but they do give special honor license cards to no-accident drivers.

The Los Angeles Gas & Electric Corp., with more than 500 trucks and small cars, allows one extra day of vacation to drivers with no accidents charged against them.

A San Francisco oil company with 900 delivery trucks and passenger cars scattered over the entire Pacific Coast has a difficult problem in that a large number of privately owned vehicles are operated for company purposes. All drivers are given to understand that their chances for advancement depend to a considerable degree on their accident records, and although there is no bonus recognition for safety driving, at the time of promotion a considerable amount of publicity is given to the fact that the safety record of the driver had a bearing in his advancement. When accidents result from carelessness or laxity on the part of drivers, they are sometimes penalized by a lay-off or a demotion to a vehicle on which the rate of pay is lower.

• $1 a Month •

The Liberty Baking Corp. of New York City, with 300 trucks for delivery of bread in 22 territories, has a safety certificate and coupon plan which may be termed a bonus arrangement. A salesman who drives through a month without an accident receives a coupon and $1. If at the end of the year he can show 12 coupons, he then receives a safety certificate. "It might interest you to know," writes an official of the company, "that for January and February of 1929 we had 63 accidents at our 22 bakeries. For the same period of 1930 we had 39 accidents, and this year only 22 accidents."

Wilson & Co., meat packers of Chicago, with about 1000 motor vehicles, has a local trial board which investigates all accidents and fixes responsibilities. They have a safe-driver award plan which gives to a driver with a three months' no-accident record a radiator safe-driver's emblem. For one year a radiator honor award emblem is given, together with a check for $25. Recently such awards and checks were presented at a dinner by a high official of the company. An executive of the company reports: "While it is a continuous program that requires considerable attention for the

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For the Boys in the Back Room and the Men Who Work in Glass Cages

MAINTENANCE CHATTER

HARD STARTING

HARD starting in winter may be due to spark plug gaps being too wide. With a heavy drain on the battery caused by winding over a stiff engine the current flowing to the distributor is reduced. Less current makes less spark, if the gap is too wide there may be no spark at all.

Everyone will agree with this statement but not all will admit that a few thousandths of an inch in plug gap makes much difference. Just the difference between starting and not starting, according to Frank B. Killian, chief automotive engineer, Vacuum Oil Co. He tells of experiments in which an engine started without difficulty with the thermometer below zero with spark plug gaps at .025 in., but the engine could not be started at all under the same conditions with gaps at .032 in.

The number of spark plugs in use with gaps .007 in. more than normal placed end to end—write your own estimate.

OIL TAPS

SOME form of lubrication is required for practically all forms of tapping. Cast iron requires a lubricant, a heavy mineral or animal oil. Aluminum tapping requires a very light oil, such as kerosene. These suggestions are selected from others in the "Tap Manual," a pamphlet issued by Morse Twist Drill & Machine Co., New Bedford, Mass.

FAN POWER

NO one knows how much power is taken by a cooling fan in operation on the road. Thus daringly spoke A. D. Gardner, Automotive Fan & Bearing Co., before a roomful of engineers at the summer meeting of the S.A.E.

A well-known fleet operator said, privately, that it was a good thing they didn't, because he had found out that fans on his vehicles used up 15 hp., which is about equal to the power output of the old Ford T running on three.

CHEVROLET

THE thermogage which is standard equipment on Independence model trucks may be installed on previous six-cylinder models in place of the heat indicator which is not available for service.

Gage and all parts needed for installation are sold in a unit package listing at $2.50.

PIERCE-ARROW

VALVE tappet clearance on Pierce-Arrow models PT, PW, PX, PY and PZ should be .010 on inlets and 0.16 in. on exhaust valves with engine hot. Distributor point gap is .018, spark plug gap .025 in. Ignition timing: points just open on T.D.C., which is marked on flywheel, with spark fully retarded.

SHEET METAL WORK

THE Stanley Works, New Britain, Conn., has issued a manual of body and fender repair work which contains an illustrated description of approved methods of repairing and straightening fenders, bodies, as well as removing glass.

STARTING CURRENT

HOW long does it take a generator to make up the loss of charge of a battery resulting from an ordinary start?

One-half hour? One hour?

Three minutes is the correct answer, according to L. E. Lighton, Electric Storage Battery Co., Philadelphia.

ARC WELDING

CRACKS in water jackets can be closed without actually welding the crack by the arc welding process, according to "Operator's Stabilizer," Lincoln Electric Co. Pads are welded on both sides of the crack as closely as possible, leaving the crack and pads open. This welding is done slowly to reduce heating effect on the cylinder wall. Then dress the pads evenly and seal the space with a light bead, welding as quickly as possible.

DODGE

RUNNING a carpenter's pencil along a felt glass run channel will overcome sticking or binding of door window glass, according to service bulletin of Dodge Brothers. The pencil graphite acts as a lubricant for the glass edge.

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First Truck 12 By American-La France

Vertical V Engine With 4 x 5 in. Cylinders Set at 30 Degrees in Single Block Develops 245 Hp. at 2800 R. P. M.

FOUR ignition distributors, two carburetors, twenty-four spark plugs, one camshaft, one cylinder block, two cylinder heads, dry cylinder sleeves, 754 cu. in. and 245 horses—all these and many more interesting things are incorporated in the American-LaFrance and Foamite Corp. Vertical V-12 engine, the truck fields' first twelve.

Two banks of six cylinders are placed at the narrow angle of 30 deg. and all are included in one cylinder block. A single overhead camshaft operates 24 valves by rocker arms. There are two carburetors, one for each set of six cylinders, two exhaust manifolds, two cylinder heads with horizontal lower faces and each of the distributors fires three cylinders, with two plugs in each.

The block is of chrome nickel iron and bores are fitted with dry chrome nickel-iron sleeves pressed into place. Bores are staggered, from one side to the other, to accommodate the side-by-side connecting rods.

The counterbalanced crankshaft is mounted in four bearings. Between first and second and fifth and sixth crankpins are nitralloy worm gears which drive the ignition distributors and oil pump. Main bearings are bronze babbitt lined, dowelled to crankcase. No shims are used and the manufacturer reports that 4000 hours operation in pumping service shows no appreciable wear.

Connecting rods are tubular, machined all over and rifle drilled for lubrication of piston pins. Pin bearings are of bronze with lower end bearings cast centrifugally.

Aluminum pistons have four rings, the upper a conventional compression ring, the others are of oil control type. The ring grooves of the lower and the second ring are only .005 in. deeper than ring thickness and the trapped oil acts as a slap cushion. The third ring has .032 in. clearance behind it and this space is drained.

Valve gear comprises two sets of twelve valves, as for two six-cylinder engines, and one camshaft with 24 cams. Rocker arms and valves are interchangeable. Valve springs are double. Rocker arm clearance is adjusted by a set screw which forces the lower part of the split end of the arm toward the valve stem.

Camshaft drive is by silent chain with two idlers mounted on a sliding plate together with the water pump drive sprocket. Moving the two idlers at the same time does not change valve timing.

The oil pump is driven from the left front distributor shaft. Oil passes through a screen and filters, thence to rear main bearing and the crankshaft. At the front of the shaft a valve reduces pressure from 50 to 35 lb. and oil then passes to the crankshaft sprocket, thence to the timing chain and through a passage to the camshaft and rocker arms.

Two carburetors are bolted to identical manifolds, one for each set of six cylinders. A small portion of the exhaust is led through a passage to a box section at the

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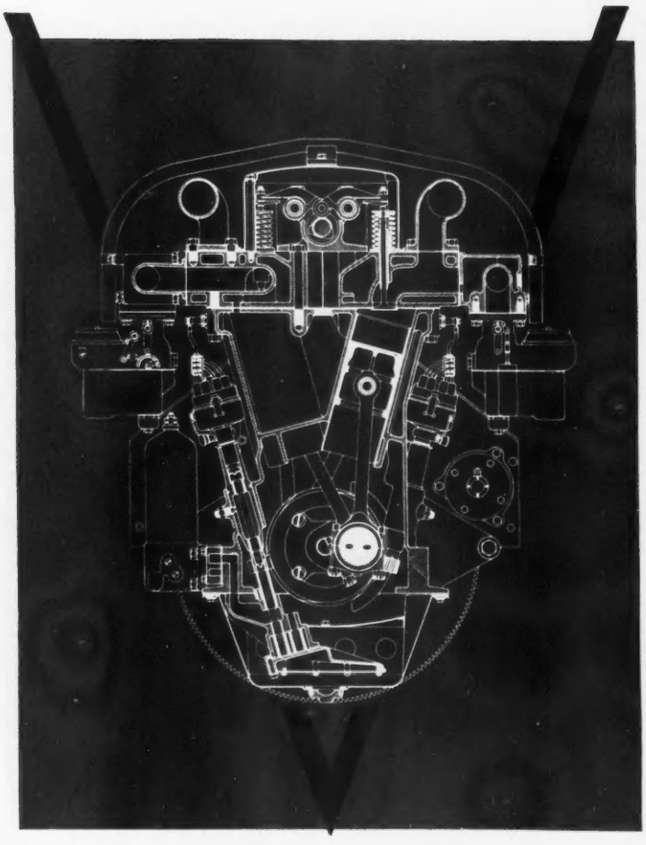
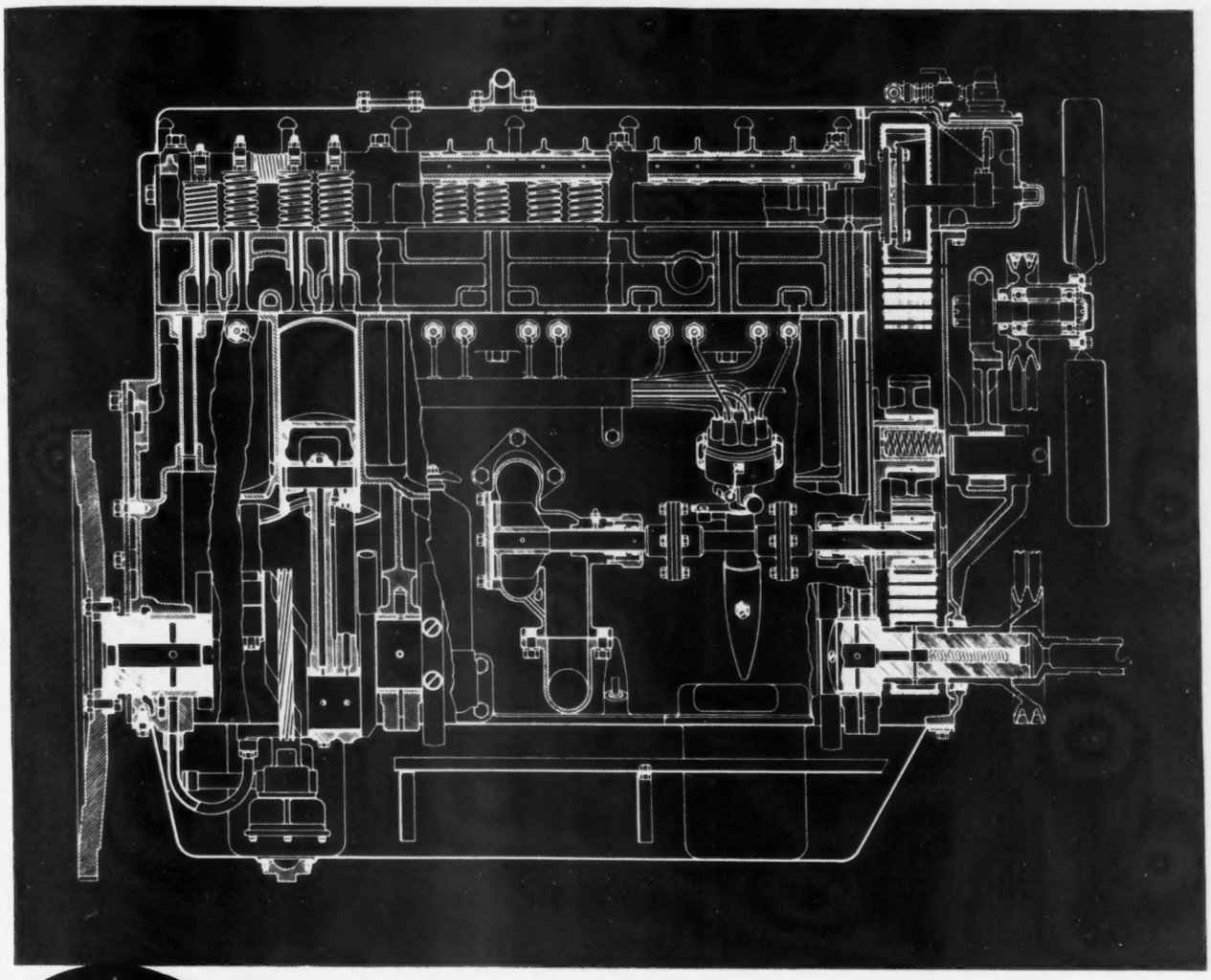


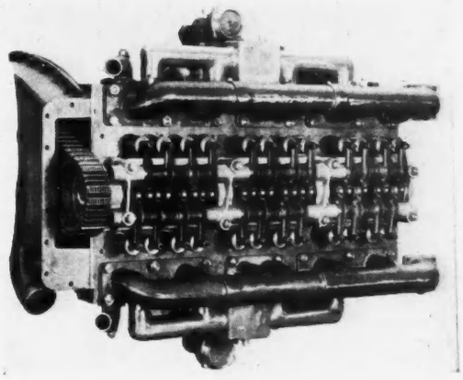


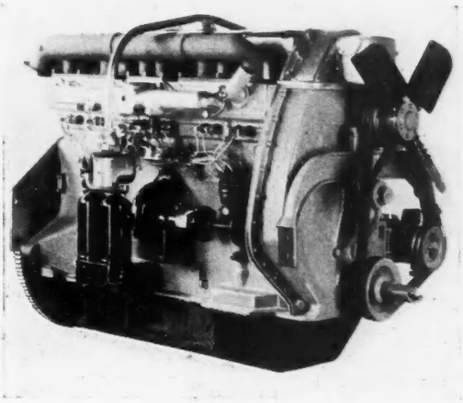
Above: The overhead camshaft operates 24 valves through rocker arms. One of four ignition distributors is shown above pump driveshaft

At left: Inclined cylinder bores and horizontal heads results in wedge-shaped combustion chambers

At right above: All valves are operated by rocker arms from a single camshaft with four bearings in an aluminum housing

At right: Front end suspension is arranged for a bridge cross member with horizontal pin connection. Three part exhaust manifolds extend upward from tops of cylinder heads





20-TON REPUBLIC

The industry's first 12-cylinder truck

THE "Highway Mogul," a 20-ton, 240 hp. 12-cylinder truck is announced by the LaFrance-Republic Corp. of Alma, Mich. Designed for fast hauling of freight, the truck is said to be capable of developing a speed of around 60 m.p.h. in high gear with a 6 to 1 axle ratio, and a speed of 32 m.p.h. in second.

Its powerplant consists of an American-LaFrance 12-cylinder engine described on page 36 of this issue; a Long model 34A two plate, 14 in. clutch, and a Brown-Lipe model 714 four-speed transmission mounted in unit with the engine.

An unusual feature of the Highway Mogul, or Model Q, is that the six-wheel Timken unit, which is available in either worm or double reduction drive, is mounted directly to the frame on trunnions without intermediate springs. Road irregularities with the loaded truck are absorbed by the tires, large diameter low pressure tires being used. Elimination of the springs in large six-wheel units has a number of advantages. It enables the truck designer to either increase his frame width, or his tire size, or both, and still remain within the 96 in. legal limitations. With a six-wheel unit, of course, the shock to which loads are subjected is considerably less than with a single axle design, and vertical displacement of the frame is also cut in two. The elimination of the springs also results, of course, in a considerable reduction in weight.

To operate the air brakes with which the truck is equipped, a Westinghouse air compressor is mounted on the engine, and is lubricated directly from the engine oil pump. 17¼ in. brake drums are used on all six wheels, supplemented by a double shoe 16 in. Tru-Stop disk brake on the driveshaft.

The truck is also available with two-wheel equipment at the rear, in which case 60 x 4 in. rear springs and 21 x 5½ in. rear brake drums are used. Frames in either case are of heat-treated alloy steel with 12 in. max. depth side rails, tapering to 9 in. at the front and 8 in. at the rear end. Both top and bottom flanges are 3½ in. wide, and the frame is provided with numerous reinforcements both inside and outside.

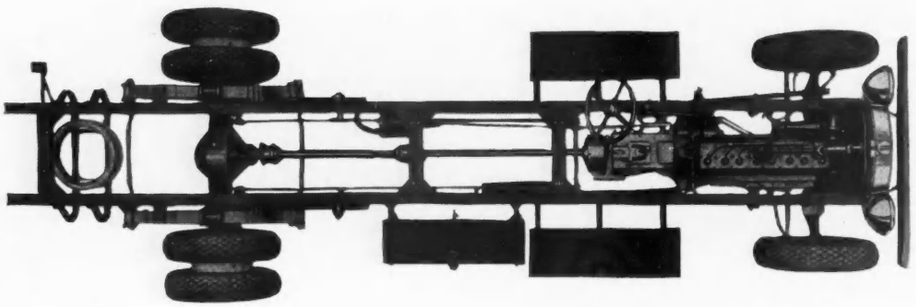
An inter-axle differential is used with the six-wheel type of design.

STEWART "8"

THE Stewart Motor Corp. announced the production of its new 8 in-line, a 3-ton chassis, Model 48-8, listing at $2,990. This new eight, capable of 50 m.p.h., was designed for long distance movers, haulers and all type of work demanding high speeds. It is offered in three wheelbases, namely, 150, 160, and 170 in. and in longer wheelbases of 180, 196, 226 and 241 in. at extra cost.

The engine is a Lycoming AE eight with a bore and stroke of 3¾ x 4¾ capable of developing 130 hp. Piston displacement is 420 cu. in. Starting, lighting and ignition are provided by Delco-Remy and carburetion by Stromberg. Mounted in unit with the engine is a Brown-Lipe disk clutch and a four-speed Brown-Lipe transmission. Final drive is through a spiral bevel Clark axle with a standard gear ratio of 7.12 to 1.

Service brakes are Bendix Duo Servo four-wheel, mechanically operated by rods on the rear and by cable on front. They are amplified by a B-K vacuum booster. The parking brake is of the external type mounted on the driveshaft flange at rear of transmission. The high carbon steel 9 x 9/32 in. frame is supported by 56 x 3-in. springs in the rear and 40 x 3 in. in front. Six-leaf auxiliary springs are standard. Wheels are cast steel hollow spoke type fitted with 8.25/20 balloons all around with dual rears. Standard equipment includes front bumper, spare tire carrier, air cleaner, thermostat, wipers, etc.



Model 48-8 Stewart lists at $2,990

HEAVY DUTY MACCAR

Rear axles are mounted without springs

A SPRINGLESS type of mounting and suspension is incorporated in the four-wheel-drive six-wheeler shown above. The rear unit was developed by O. F. Quartullo, president Maccar-Pittsburgh Truck Co., Pittsburgh, Pa. Eliminating rear springs, shackles, brackets, radius rods and similar parts brings about a saving of approximately one ton, according to the designer.

An inter-axle differential is employed and a feature of the design is the reduction of angle in the universal joints in the shaft connecting the two rear axles. Short radius rods are attached to each axle by heavy arms and ball and socket joints. The rods are not horizontal but extend at a considerable angle downward toward the other mounting point. The effect of this construction is to keep the axles more nearly in line while going over constructions.

Rear axle housings are attached to walking beams, one on each side of the frame, by means of ball and socket joints, giving freedom of movement in all directions. Walking beams are trunnion-mounted on a cross tube and two frame brackets. A tubular frame cross member is placed at the bracket point. Elimination of springs in the construction reduces overall width of the truck at this point.

The truck, which was built in the Maccar plant, incorporates a Sterling Petrel, 5¼ x 6 in. six-cylinder engine and a seven-speed transmission. The latter is mounted at three points with the third point free to slide sidewise on a tube, thus relieving strain on the case in rough going.

Westinghouse air brakes are installed on all three axles operating 1 in. blocks against Gunite drums. Tires are 11.25 balloons, single in front and dual rears. It is the cushioning effect of these tires and the equalization of load and impacts by the rear axle assembly unit that make it not only possible, but desirable, to eliminate rear springs, according to designer.

G.M.T. 1½ TON

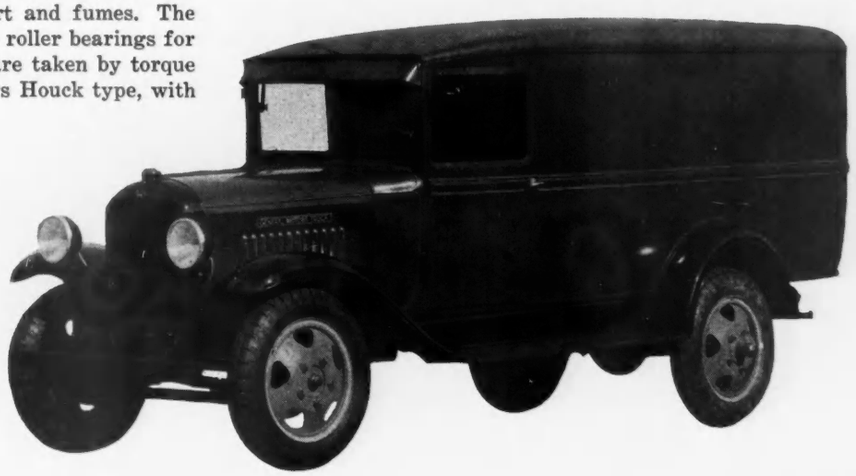
WITH a price range of $595 to $665 for the 1½ to 2-ton T-18, General Motors Truck Company's newest offering is the lowest priced truck ever produced by this company. Powered with the same six-cylinder 60 hp. powerplant as the T-19 and the former T-17, the truck is made available in two wheelbases, 131 and 157 in., permitting 9 to 12 ft. body lengths.

The truck has been designed to take the line of bodies now produced and distributed nationally by Chevrolet's commercial body division.

General specifications of the truck appear in the specification section. The engine is supported at three points, with one mounting at the front and two at the rear. A suction type crankcase ventilator, an air cleaner, and fuel strainer provide protection against dirt and fumes. The worm type steering gear is mounted on roller bearings for easy handling, torque and propulsion are taken by torque tube. Brakes are of the General Motors Houck type, with four shoes in the rear drums, two of which are operated through the hand lever. Service brakes are four-wheel mechanical, cable and rod operated. A feature on the new T-18 is the use of demountable Spokesteel wheels.

On the 157 in. wheelbase chassis two universal joints are used, the forward unit at the transmission and the rear universal carried at the front of the torque tube, supported in ball bearings on a frame cross member. Clutch release bearings are of the ball type.

Instrument panels are indirectly illuminated and equipped with electric dash gas gage and water temperature indicator in addition to the usual instruments. All electric wiring is protected by flexible conduits.



G.M.T.-18 lists from $595 to $665

BEVEL GEARS DRIVE FEDERAL'S NEW TANDEM SIX-WHEELERS

Offered With 4 or 6-Cylinder Engine at $1,350 and $1,450

FEDERAL MOTOR TRUCK CO. in using bevel-gear dual drive tandem rear axles in its two new three-ton six-wheelers, listing at the low price of $1,350 for the 4-cylinder D2D and $1,450 for the six-cylinder E2D, has introduced something entirely new in axle design. Instead of the more usual worm or double reduction type of tandem axle, permitting an extension of the pinion shaft over the differential gears of the leading axle, Federal uses a bevel gear type of reduction with two identical pinions and pinion shaft in the former unit, the rear pinion taking the drive for the rear propeller shaft directly from the ring gear, in turn driven by the forward pinion. The two pinion shafts are not in a straight line in order that the short propeller shaft between the two axles could be maintained horizontally with smaller angular motions at the universal joints. Axle parts are standard, and to some extent duplicated in the two axles. The design was developed by Federal with the assistance of the Clark Equipment Co.

In the actual construction the front axle unit, which is of the banjo type, has two interchangeable covers carrying interchangeable pinion shafts meshing with the ring gear—one in front and one in back. Since the rear pinion shaft turns in the opposite direction from the forward pinion, the ring gear in the rear axle of the tandem unit is on the right side of the axle housing, instead of the left, as in the forward axle. While a larger differential unit is used in the forward axle of the six-wheel unit, this does not produce excessive tire wear due to scuffing and side-slip in going around turns. Federal engineers state that the arrangement of the spring suspension in the tandem unit is responsible. It will be remembered that in the Federal type of suspension there are two springs on either side, one above and one below the axles, attached at the center to forked bearing brackets mounted on short trunnion shaft supported from the frame side rail. These springs take both torque and propulsion, no radius rods being used. The upper spring on one side is shackled at the forward end, while the lower spring on the other side is shackled at the rear. With this construction there is provided not only considerable flexibility in the tandem unit, but it is claimed also that there is a natural tendency for the axles or wheels to "track" each other when rounding curves.

The only change in the spring suspension is the shackling of one lower spring and one upper instead of both upper springs. In the case of the dual drive unit also

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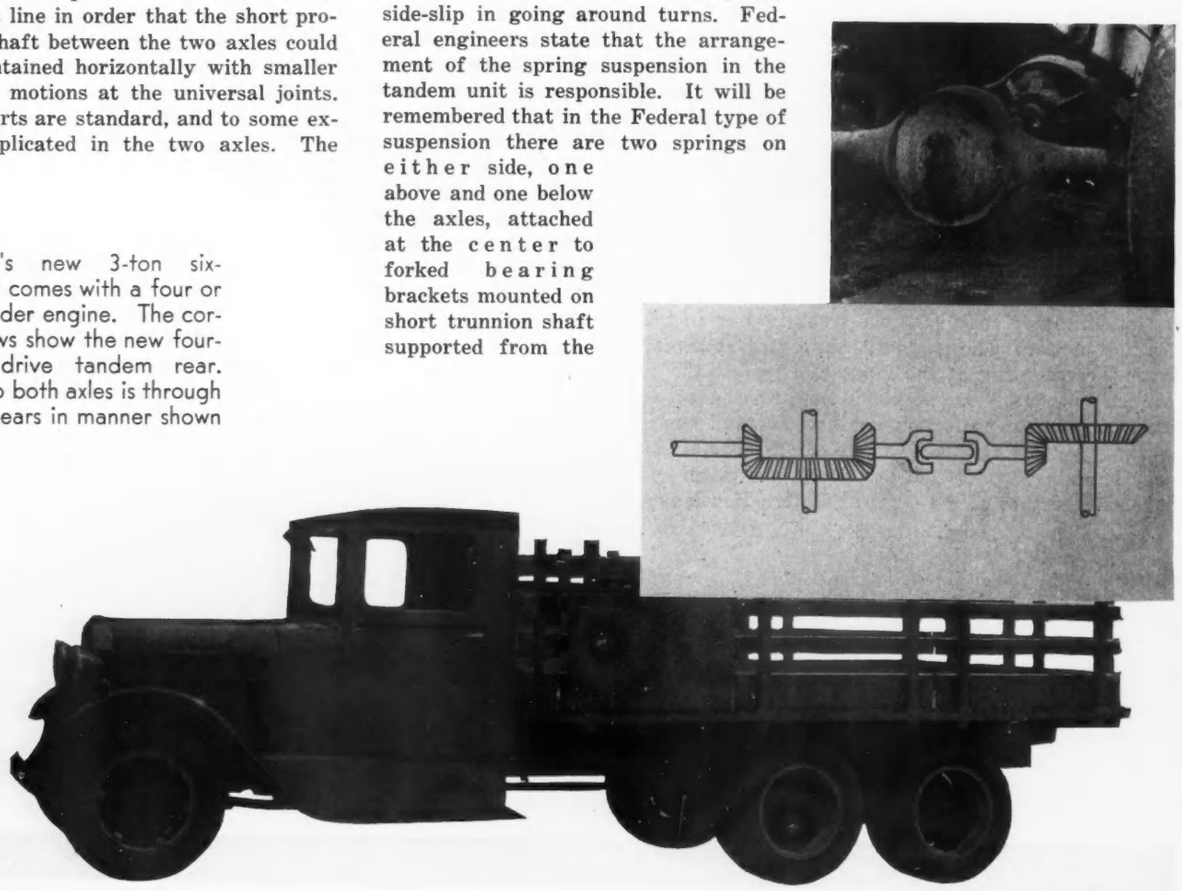


Federal's new 3-ton six-wheeler comes with a four or six-cylinder engine. The corner views show the new four-wheel drive tandem rear. Drive to both axles is through bevel gears in manner shown

REO OFFERS VOCATIONALIZED BODY LINE FOR 1½ TONNER

Each Body Based on Study of 31 of Most Important Vocations

FOLLOWING with the introduction of the new series of 1½ ton Reo Speedwagons, described in the June issue of the COMMERCIAL CAR JOURNAL, came the announcement of vocationalized bodies for that chassis based on an investigation of 31 of the most important vocations.

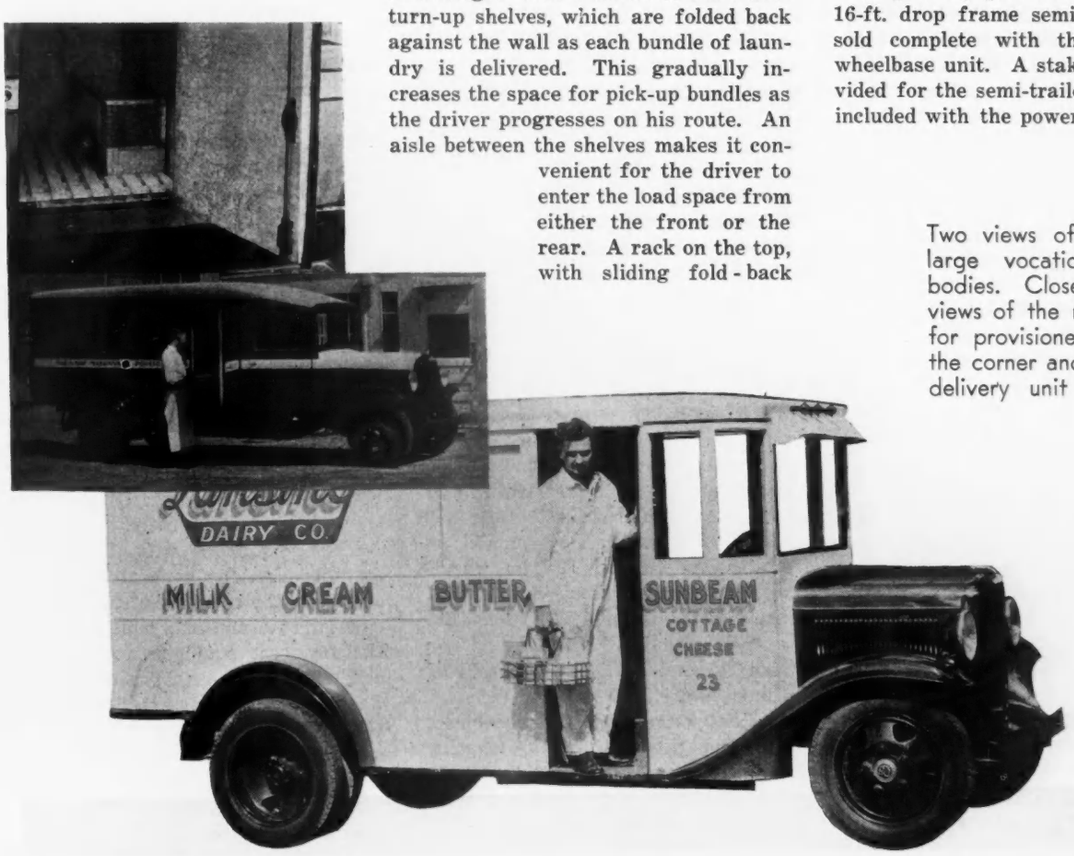
As a result of this investigation, Reo is now prepared to supply special bodies for practically all types of hauling and transportation work and at a saving of time to the truck owner. The new line of bodies are designed, not only to fit the businesses for which they are intended but the chassis as well. Because of this, better load distribution or balance is obtained for each chassis length, it is said, as the center of the load, in each case is placed the correct distance in front of the rear axle. Improved handling and increased tire mileage, of course, are accompanying advantages.

The special vocationalized bodies are offered in addition to the conventional line of bodies such as stake, dump, panel, etc. As an example of the completeness of the vocationalized line, bodies are now available for such businesses as laundries, meat provisioners, dairies, bakeries, etc.

A description of a few of these units will indicate generally the specialized character of the line and will undoubtedly be of interest. The laundry body is arranged with a series of individual turn-up shelves, which are folded back against the wall as each bundle of laundry is delivered. This gradually increases the space for pick-up bundles as the driver progresses on his route. An aisle between the shelves makes it convenient for the driver to enter the load space from either the front or the rear. A rack on the top, with sliding fold-back canvas top gives additional storage space.

The refrigerator body designed to meet meat transportation needs is another example of what Reo has done to meet specialized haulage problems. The body is insulated throughout with a Dry-Zero blanket and is equipped with a staggered post and sill construction which is said to reduce temperature losses to a minimum. A non-corroding metal lines the interior, which besides preventing moisture from entering the insulation between the interior and exterior walls serves as a substantial wear surface. In addition to two back doors, a curb side door is provided. All doors are of the refrigerator type.

Of possibly particular interest is the 16-ft. drop frame semi-trailer which is sold complete with the 1½-ton short wheelbase unit. A stake body in is provided for the semi-trailer, while a cab is included with the power unit.



Two views of Reo's new and large vocationalized line of bodies. Close-up and exterior views of the refrigerator body for provisioners are shown in the corner and a low-floor milk delivery unit at the bottom

DEALERS HOLD CARDS TO WIN BUSINESS

CONTINUED FROM PAGE 16

unproductive time of the storekeepers of the service station is spread over many times the number of vehicles owned by the fleet operator. The objection that a lot of time is lost in traveling between the fleet garage and the dealer shop can be effectively countered by explaining that a call on the telephone will result in the immediate call for or delivery of a vehicle. Also that drivers can deliver their trucks at any desired time in the morning at the fleet operator's garage.

The two other very fundamental requirements, mentioned previously, that the operator expects of the service station and which the latter should offer are workmanship and cooperation.

The handling of fleet repairs on an economic basis is not enough. Operators want their equipment to receive the same careful attention and workmanship from service stations that they themselves accord it. Workmanship is vital, and quality should not be sacrificed. Cost of service should be based on a guaranteed maximum-cost agreement for various unit repairs. Under this plan the operator is billed for labor and material as actually occurs on each job, plus overhead, up to the maximum cost agreement. Flat rate system should not be employed.

Contact with fleet operators should be maintained not only to assure harmonious relations and to quickly settle the little differences that constantly crop up, but, more important still, to get the operator's slant on service. A clear conception of the operator's viewpoint is highly important. Fleet operators think many service stations work in extra operations at every opportunity. Such viewpoints must be corrected.

When a fleet operator sends in his vehicle for a stated repair operation it covers a trouble diagnosed by his own qualified inspectors. Service station inspectors should either concur in this diagnosis or, before the job is started, confer with the fleet inspectors and come to an understanding. Working in needless extra jobs is out. Through such close working together the various replacement policies of different fleet operators can be met. For example, when a unit is opened up for repairs, one fleet may require that only those parts should be replaced which actually require replacement, and that the number of parts replaced in a truck to be kept in service only a short time will be less than those in a truck to be used four years.

Replacement of parts leads into the last important card in the dealer's or branch's hand, factory help. Replacement of parts should be decided on engineering information furnished by the manufacturer as to the expected life after one-thousandths or two-thousandths, etc., wear has taken place. It should not be difficult to determine the life of an individual part, but as yet very few manufacturers have done anything along this line. Manufacturers can also help by having on their factory staffs former competent fleet operators or superintendents to represent the factory staff relations with dealer and branch service stations. These men have the viewpoint of the fleet operator customer, not only as regards service but also new vehicle sales and act in the capacity of consultants. They should be at the beck and call of any fleet operator who is experiencing difficulties in service station repairs or other troubles incidental to the operation of his vehicles. Dealers and branches can also solicit the aid of manufacturers in outlining sales campaigns to secure fleet repair work, such as methods to be followed in fleet repair work and in establishing a system of follow-up for observation on work done.

BEVEL GEARS DRIVE FEDERAL'S NEW TANDEM

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there is an offset in the spring mounting since it is desired to equalize tractive effort on both axles of the unit. The shorter offset portion of the springs are located at the front, thus throwing the greater load on the front driving axle to offset the tendency of the front axle to lift off the ground due to the driving torque reaction.

Except for dual-drive tandem axles these two new Federal models follow quite closely the two six-wheelers introduced in January of this year. The features claimed for the new models, however, include low price, lower unsprung weight, increased load-carrying and tractive capacity, reduction of vertical motion for better riding and six-wheel hydraulic brakes.

The four-cylinder D2D model is available in 140 and 164 in. wheelbases, the former taking 9 to 10 ft. bodies and the latter 12-13 ft. bodies. The same size bodies are called for by the 145 and 169 in. wheelbases of the six-cylinder E2D model.

Specifications except for wheelbase, frame and propeller shaft lengths, etc., and the axle unit, are the same as for the D2 and E6 models carried in the specification tables, page 61.

SAFETY REWARDS! CASH, HONORS OR NOTHING?

CONTINUED FROM PAGE 34

follow-through details, we believe we are making progress and that the time taken is well worth the effort."

The Studebaker Corp. of South Bend, Ind., gives no bonuses, but they do present gold stars to their 75 truck drivers with no-accident records.

The Tidewater Oil Co. of New York City issues merit cards to the 300 operators with three months of no-accident driving, but no bonus awards.

The Schulze Baking Co., Kansas City, with about 500 trucks, has started in one of their plants a plan to give all drivers a safety star. If the driver has a chargeable accident, he loses his star, but if he keeps his star for six months, he is awarded $5.

An Oklahoma transportation company with a total of 53 buses gives a silver star for three months without an accident and a gold star for six months without an accident. About a year ago they discontinued the bonus payment of $10 for each month of driving without an accident or a road failure.

The Shell Oil Co. of San Francisco, for their central division of about 1000 trucks and cars, gives bronze pocket pieces for one year free from accidents, silver pieces for two years, and gold pieces for three years. They do not award cash bonuses.

The Paine Lumber Co., Ltd., Oshkosh, Wis., gives a radiator medallion to all truck drivers who complete five years without an accident. An official of the company reports that "our truck safety problem is insignificant. We have had eight minor accidents in 12 years. All of our drivers have certificates for safety, showing as high as 12 years."

The California Consumers Co. of Los Angeles has for its 700 truck drivers a demerit system whereby type, time and severity of accidents is classified. A maximum of 10 demerits in any 12 months requires a consideration of the dismissal of the employee. "So far," reports a company official, "the demerit system has worked very successfully.

The question of what is the most suitable plan for general adoption to stimulate the commercial car driver to greater safety efforts has been one of the foremost problems to be considered by the Delivery, Taxicab and Bus Section of the National Safety Council, of which T. A. Horrocks, secretary of the Minnesota Truck Owners Association, is general chairman, and which represents nearly 1000 member

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A "BREAK"

There's no denying the fact that public acceptance of individual equipment is a "break" for car salesmen; saves them a lot of time and effort.

Public acceptance is a most potent reason why Lockheed Hydraulic Brakes have become a *definite policy* with many leading builders of cars, trucks and buses.

Specify "Hydraulics" and you travel with the current.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

Cummins Diesel United

On his return from a coast-to-coast trip with one of his Diesel engines mounted in an Indiana truck chassis, C. L. Cummins, president of the Cummins Engine Co., said that additional units of the six-cylinder, 125 hp. are being produced, and after thorough testing will be available for the use of any truck manufacturer and that no exclusive license to manufacture and use the engine has been given to any outside organization.

Lacteal Delivery Costs

The cost of milk and dairy distribution takes about 11 to 12 cents out of every income dollar, which is about 11 times as high as that of the butcher, baker or grocer, according to a 16-month study covering all sections of the country conducted by the General Motors Truck Co. Therefore, as pointed out in the 28-page report, economical, profit-planned delivery in the milk field is an excellent means for increasing incomes.

Stoughton Goes Trailering

The Stoughton Co., formerly the Stoughton Wagon Co., is expanding into the field of manufacturing trailers and a general line of motor truck equipment. Charles R. Jahn, for several years sales manager of Highway Trailer, has joined the Stoughton Co. as general manager of the new division, which was organized more than a year ago and has been engaged in experimentation since that time.

N.A.C.C. Starts Hoovering

A. R. Erskine has been appointed chairman of a committee by the National Automobile Chamber of Commerce to represent that body in a study of the labor situation, and to seek additional information whereby motor manufacturers may relieve unemployment distress.

Planning to Bottle

The automotive industry will be well represented at the annual A.B.C.B. exposition in Dallas, Tex., Nov. 9 to 13. Space has been reserved by Anheuser-Busch, Chevrolet, Dodge, Ford, G.M.T., Highland, I.H.C., Mack, Weldmech and White.

Another Record Hop

A trans-continental truck and trailer run to test the practicability of regularly scheduled coast-to-coast truck freight service was successfully completed by the Southern Freight Lines, Ltd., California. The equipment consisted of a G.M.T. truck with refrigerated body and a trailer carrying a maximum pay-load, largely of perishables. The run was from Los Angeles to New York and was completed in the total running time of 117 hours, an average speed of 27.35 m.p.h. Data obtained during the trip will be studied to determine costs.

Our Own Ear to the Ground Department

● A Philadelphia Ford dealer has taken a $100 deposit on an order for an eight-cylinder Ford sedan "to be delivered about Oct. 15 and not to exceed by more than $200 the price of the corresponding Model A sedan." Suit yourself whether this is significant or not. After all the dealer has nothing to lose.

● You're going to hear more about nitralloy. We saw a bushing coated with it that wore away the ridges of a file and actually cut glass. Such resistance to wear will be recognized. Wouldn't it be a good coating for cylinder walls? A manufacturer now experimenting with this idea may give you an answer before long.

● A trailer fifth-wheel device ingeniously mounted in rubber will soon appear on the market. It does away with shocks and bad jerks to such an extent that bus manufacturers ought to look into it as the possible answer to comfortable articulation of buses.

● Item in this department in June: "One truck manufacturer is planning to 'plate' valve seats with stellite. Stellite is a metal so hard that it can't be machined; it must be ground." The name, if you're curious, is White. The method of manufacture and application will be described shortly.

● One engine manufacturer has just completed a comprehensive survey of truck manufacturers and operators which reveals a decided demand for 12-cylinder powerplants. Keep yourself posted on 12-cylinder developments. Start now by reading the description on pages 36 and 37.

● You may soon see tires similar to those big, pillow-like airplane tires of extremely large air volume but low

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Ford Standrive Data

Ford's new house-to-house delivery truck, the Standrive, differs from the conventional Ford truck by a special frame dropping in the center to permit full head room in the driver's compartment, a special control system in which a single master pedal operates the clutch applied the service brake and locks service brake for parking and parking brakes and a special body built of steel panels over a hardwood frame. The capacity of the body is 42 cases.

To K.O. Truck Failures

To keep trucks in operation a maximum number of hours and reduce expensive lay-offs for repairs General Motors Truck Co. has instituted a new preventive maintenance policy for its distributing organization. Under the plan the operator pledges to send his trucks to a G.M.T. service station every 1000 miles or 30 days, the agreement covering six such services. Forty-four preventive maintenance operations are given in this service at a charge of $2.50 each.

For Safety's Sake

More than 7000 listeners and 300 speakers will attend the twentieth annual safety congress and exposition which will meet in the Stevens Hotel, Chicago, from Oct. 12 to 16.

Visco-Meter Made Standard

The Visco-Meter, an instrument which measures viscosity of oil under actual operating conditions, has been adopted as standard equipment by La-France-Republic and by Gramm Motors, Inc., on all Gramm trucks and buses.

Divided We Fall

Truckmen of Memphis, Tenn., stirred by growing problems of taxation, legislation and rates, united for strength last month by forming the Tri-State Motor Truck Association.

From the Shore

At the A.E.R.A. Atlantic City Exhibit Mack displayed its hydraulic steering booster and General Motors its rear engine bus with quick removable powerplant.

Dean C. Babcock

Dean C. Babcock, 35, manager of divisional branch factories of the Four Wheel Drive Co., died late in September from effects of an emergency operation for appendicitis.

Thomas E. Reeder

Thomas E. Reeder, former president of the Federal Motor Truck Co., died late in September.

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Here's your answer
to that trailer-brake question—
TIMKEN TRAILER AXLES

Brakes are an engineering job, and *essential* on trailers. The new Timken Trailer Axles solve this problem.

They are correctly designed for all types of brakes; with correct brake mountings. Effective oil seals in hubs, and oil-slingers prevent excess hub lubricant from getting to the brakes.

Another feature! All brake parts, drums, bearings and wheel parts of the new Trailer Axles are *interchangeable* with the same parts of Timken Driving Axles—worm and bevel, of the same capacities. Saves time, labor and money in service and maintenance.

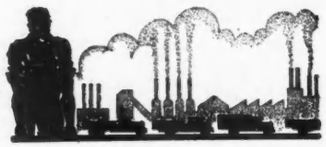
And the axles themselves—Timken quality; there's none better. Alloy steel is used, properly heat-treated; with spindles and bearing seats ground to close tolerances.

For a graphic picture of Timken's new line of trailer axles and its advantages to you, write for our literature.

THE TIMKEN-DETROIT AXLE COMPANY, *Detroit, Michigan*

TIMKEN AXLES

NEWS



THE OVERLOAD

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

The Iowa Way

You've got to give Iowa credit for one thing—it certainly plays no favorites when it comes to upholding its laws governing truck freight rates. They sock it to the shipper who tries to get a cut rate and to the truckman who gives it. Out in Sioux City a farmer was fined $75 and costs for soliciting a favored hauling price. And 61 truckers were brought on the carpet for alleged slashing of rates. Truckers when convicted need not be surprised if they are fined $75 and five days in the hoosegow. Penalizing the shipper is a nifty idea. It eliminates the worst temptation truckers have had.

With a Collar, Too

On the final day of the annual Society of Automotive Engineers' Transportation Meeting in Washington the latter part of this month, engineers and fleet operators will meet President Hoover. It's our suggestion that if they want the President to feel strictly at home they should elect one to yell, during a lull in exchange of pleasantries: "We want beer!"

Just an Aperitif

Fruit cocktail, appetizers, onion soup au gratin, filet mignon a la francaise, brussels sprouts, potatoes julienne, hearts of lettuce with roquefort cheese dressing, green apple pie a la mode, coffee. By these signs know ye all that Ted Preble, of Pierce-Arrow, came through like a French gourmand on that meal we've been talking about so hungrily. After we had polished off the crumbs Ted tipped back in his chair and declaimed grandly: "This was just an appetizer; some day I'll buy you a dinner!"

A Nifty

Art Scaife, field engineer of White, is in our opinion (and he'll probably be surprised to know this) one of the drollest wits in the truck industry. He cracks funnies with an immobile visage that denotes the true humorist. We have held this opinion for some time but said nothing about it until the other day we heard him tell a group of engineers and operators that we've "been winching trucks over the hills long enough" and that "what we need are more powerful engines."

A Historical Moment

We witnessed a phenomenon at an S.A.E. committee meeting in Atlantic City. Jack Winchester, Standard Oil of New Jersey, and Pierre Schon, General Motors truck sales engineer, agreed with one another during a discussion. You won't appreciate this unless you've attended S.A.E. transportation meetings. If Merle Horine, sales promoting for Mack, had been there to agree with them it would have made another triple entente.

Charles R. Jahn, Manager of Stoughton Equipment Division

Up in the North Countree

Clintonville, Wis., is a long way from Philadelphia, but we made the trip last month and gave the FWD plant a thorough inspection. W. M. Hanson, advertising manager, and F. M. Higgins, research manager, acted as cicerones (guides to you stupies) and did their work well. James Sornson, metallurgist, showed us things in the laboratory which were convincing evidence that although FWD is very much in the woods, it isn't in the dark. And R. H. Schmidt filled perfectly our conception of the sort of sales manager FWD should have. At present he is working to penetrate deeply in the motor freight market. And he expects some of the manufacturers of conventional trucks to step into the four-wheel-drive field one of these days. In fact, he'd like to welcome them.

Peeping in Stoughton

Out in Stoughton, Wis., we visited the Stoughton Wagon Works, were royally welcomed by President F. J. Vea, and were permitted to see the new idea in trailer fifth-wheels developed. We took away a very favorable impression of the invention and of Mr. Vea's genial nature.

A Nose Tilter

H. D. MacDonald, engineering department, International Harvester Co., writes: "Twenty-five years ago the IHC company incorporated the free-wheeling principle in what was called its auto buggy. The transmission consisted of a constant mesh gear set in which were located internal driving dogs and these ratchet dogs were in reality over-running clutches." So the passenger car industry needn't get snooty. The truck industry had free wheeling long ago and canned it for some of the very reasons that are being advanced against the idea today.

A Biographical Note

In case you don't know, Howard Edwards, of the Edwards Iron Works, maker of trailers and operating practically as the special truck equipment division of Studebaker, is a former football captain of Notre Dame, a South Bend school which sometimes finds its way into newspaper sports sections and radio broadcasts. Those who know him well call him "Cap." He still looks like an athlete. He and Knute Rockne were cronies.

A Curio Note

Not until recently did we learn that M. L. Pulcher, president of Federal, is a collector of rare violins. That ought to get out of some people's heads the idea that you can't be a trucker and esthetic at the same time.

A Musical Note

Here's another for your album. Tom Snyder, secretary-treasurer of the Truck Association Executives of America and general manager of Central Union Terminals of Indianapolis, is a nifty performer on the ocarina, known also as the musical sweet-potato. We like the mellow, romantic notes of the ocarina, and we don't care what you think of us. Ocarina-playing had a vogue in Indianapolis years ago. The Masonic lodge there even had an ocarina band. Tom was a member. Was it an E flat or a B flat you played, Tom?

Four-Wheel Driving at 60

Art Herrington, president of the Marmon-Herrington company, took us for a ride in his 3-ton four-wheel-drive jobs, and we mean a ride. Up grades that looked perpendicular, down grades that seemed like the side of a cliff, and over the road at 60 m.p.h. We said 60, sir. And Art says it has done 63. It's a truck, lads, that's a credit to the industry. By the way, Art checked with everything that Mr. Tilt of Diamond T had to say in the September President's Page.—G. T. H.

Classified Section

Wanted: A couple of S.A.E. slide-rule experts to VGW the growing overload of The Overload—Managing Editor.

Our Own Ear to the Ground Department

CONTINUED FROM PAGE 44

pressures in use on trucks. Experimental applications are now being made. The tire is already in use on tractors. Pressures of only 10 to 20 lb. are required. Experiments have been going for three years. In the truck application changes were necessary on brakes, elimination of wheels and revamping the steering gear to hydraulic operation. Mileages up to 40,000 already have been secured.

● Truck bodies much lighter and stronger than present-day aluminum bodies are due to appear within a year. They will be made of shaped aluminum alloy sheets and tubing, engineered like an airplane fuselage, and will carry airplane type seats.

● The Merchant Truckmen's Bureau of New York has abandoned its truck poster advertising plan. Only 17 contracts were signed. Tom Barry says he hears from mid-western haulers that because of the weight of the signs they can make more money by hauling that weight in freight.

PROSPERITY NOTES

$ Two shifts of employees for overtime production have been put on by the Fremont Metal Body Co. and officials of the company predict that this schedule will continue through October.

$ Reports from Detroit indicate that the Ford employment curve will reach a new high peak for the year shortly at the rate new hands are being placed.

$ August sales of Diamond T Motor Car Co. were 20 per cent ahead of the same month last year.

$ Spicer Mfg. Corp. has declared a regular dividend of 75 cents on $3 preferred stock.

$ An increase of 47 per cent in sales of tires to dealers in the first seven months of this year over the corresponding period of 1930 is reported by the Seiberling Rubber Co.

$ The Four Wheel Drive Co., has declared a regular semi-annual 3 per cent cash dividend.

$ Available truck sales for the months of July and August topped every other July and August record in the history of the company, says E. R. Burley, secretary.

NEWS

$ Net earnings of Perfect Circle Co. for first eight months of 1931 after all charges was $675,456, which is an increase of $192,919 over the same period last year.

$ Return to full time working schedule for all employees was announced by Dunlop Tire & Rubber, Buffalo.

$ Through an increase of 698 new dealers since January, the Willys-Overland Co., has raised its retail outlets to a total of 3385.

$ Dividends paid by automotive manufacturers amounted to $6,343,000, according to the Standard Statistics Co.

$ A net profit of $126,009 is reported for year ended June 30 by Sparks-Withington-Jackson, Mich.

$ For the fifth consecutive month Studebaker-Pierce-Arrow Export Corp. showed an increase over corresponding month last year in shipments. August this year exceeded August last year by 55 per cent.

$ Reo has added 339 new dealers since July 1, according to E. G. Poxson, general sales manager.

$ Dodge Brothers dealer organization has been enlarged by 226 new units added during July and August.

$ Sales of the Parker Rust-Proof Co. in the first eight months of 1931 were 40 per cent greater than the corresponding period of 1930.

$ A quarterly dividend of $1 on common and $1.75 on preferred stock has been declared by Electric Auto-Lite.

$ September shipments of the Reo Motor Car Co. totaled 1205 units, compared with 1137 for August.

CAUGHT IN QUOTES

Monopoly? Just a Scare!

A. J. BROSSEAU, PRESIDENT, MACK TRUCK CO.—"History records that the railroads were regulated because they had a monopoly and because the public interest was abused by that monopoly. The situation which presents itself in motor transport is entirely different. Assuming that it were possible legally to evade the constitutional right to private contract, neither the common carrier truck nor the contract vehicle can have a monopoly of the road. At all times the private shipper can step into the market, buy a second-hand vehicle and transport his own goods. The only effect, then, of regulation of common and contract trucks is to increase the costs of operation of these vehicles. The business does not go back to the railroad because the railroad is not equipped to give the particular type of service. The shipper has to pay the higher rates or go into the trucking business himself." (From article in National Sphere.)

Youthful Elixir

PAUL T. CHERINGTON—"It is time many of the leaders of the past two decades became staff advisors. . . . If every big business in the country were suddenly to put control of, and responsibility for, all its line operations into the hands of competent men under 40, business would revive with startling suddenness; and if they were all under 35, our only trouble would be in keeping it from running away." (At Boston on Retail Distribution.)

Gen. Business Due for Ride

MERLE THORPE, EDITOR, NATION'S BUSINESS—"Too many of us are watching and waiting for General Business to appear and dispense increased business activity to each individual. We forget that General Business is made up of, not the big boys on the stock exchange, but the 447,000 smaller corporations and the 5,000,000 firms, partnerships and one-man shops of the country. If the individual business man would start in tomorrow to increase his own particular business activity, to be content to build a brick at a time on what he now has, why, in 60 days the country would feel the stimulus, and in six months old General Business would come galloping down Main Street announcing restored business activity. It is not a question of General Business coming back, but of bringing it back."

Automotive Flashes

CONTINUED FROM PAGE 44

General Buys "Trublpruf"

The General Tire and Rubber Co. purchased all patents, molds and sales rights of the Lambert "Trublpruf" cushion truck tires and is now in production on this tire.

S. O. White a Councilor

Samuel O. White, chief engineer of the Warner-Gear Co., has been nominated councilor of the Society of Automotive Engineers for 1932.

Correction

Studebaker's 1½-ton Model S-20 is now equipped with a full-floating Clark axle and not a Timken as erroneously stated in a description published in the last issue of this publication.

F. J. Glennon

F. J. Glennon, vice-president and general manager of Aluminum Industries, Inc., died in September as a result of an appendicitis operation.

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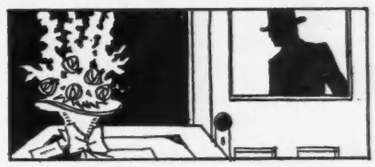

PERSONNEL CHANGES

E. J. Walker, former secretary, was promoted to vice-president and general manager of the Sterling Motor Truck Co.'s Pittsburgh activities. He succeeds Carl G. Kanne, who was recently transferred to the Philadelphia sales division. James Martin succeeds Mr. Walker as secretary.

Nelson A. Beardsley, for years an outstanding figure in the Willys-Overland organization, has been advanced to the office of general sales manager of the company. Mr. Beardsley rises to his present position after a steady 16-year climb.

Carl Parker, a national figure in truck circles and former sales manager of the truck division of Reo Motor Car Co., has joined Federal Motor Car Co. and will be supervisor of branches.

Rex Glasson, rich in newspaper, advertising and promotion experience and formerly sales promotion manager of Dodge Bros. Corp., has tied up with Federal Motor Car Co. in a similar capacity.

George M. Bunn has severed connections with Clinton Motors Corp. and joined the Truck Equipment Sales Corp. of Buffalo with headquarters in Philadelphia.

Herbert Wirshing has been transferred from Tulsa to take charge of a new district office opened by the Waukesha Motor Co. in San Francisco.

Tom O. Duggan, of merchandising fame and N.S.P.A. connection, has joined the organization of Thompson Products, Inc., in the capacity of merchandising director.

George W. Eversman, advanced, is now director of advertising and sales promotion of Reo Motor Car Co.

Robert S. Muir has been appointed truck representative of Dodge Bros. Corp. in Chicago region, replacing E. D. Erickson, resigned.

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Carl Parker, Supervisor of Federal Truck Branches

SAFETY REWARDS! CASH, HONORS, OR NOTHING?

CONTINUED FROM PAGE 42

fleets with an estimated 400,000 vehicles which are cooperating in a national program of accident-prevention. There were many conference discussions on this question of the most suitable national safety emblem for drivers, and a broad investigation in cooperation with the headquarters office of the National Safety Council.

A critical study of bonus and merit award plans developed the general conclusion than an award or bonus plan if adapted to the organization is decidedly worth while in accident-prevention. It was found that many large companies have driver merit awards, and such awards are offered to their client companies by a number of insurance companies. Also such awards are an essential part of the inter-fleet no-accident contests conducted in many cities or districts by community safety councils, chambers of commerce and other organizations. A recent example was the presentation of 194 special safety buttons by the Cleveland Safety Council to Cleveland Yellow Cab Co. drivers with no-accident records, and it was announced by the company that all drivers who had had no chargeable accidents for the year ending June 30, 1932, would be awarded a week of vacation with pay.

It was decided, as the result of the investigations of the Delivery, Taxicab and Bus Section, that it would be advisable for the National Safety Council to develop a safety merit award plan that could be generally adopted and that would have national significance. This resulted in the development of the metal No-Accident Driver Award emblem, supplemented by a certificate, to be supplied without charge for all commercial vehicle drivers who have operated one or more years without an accident.

Naturally, the definition of "an accident" is quite important. After a good deal of debating, it was decided to count "any accident causing personal injury or property damage, regardless of who was injured, whose property was damaged, or who (what) was at fault, and regardless of whether the vehicle was in motion, temporarily stopped in traffic, or parked at the curb." This sweeping definition was made in order to avoid many troublesome borderline cases and questions of divided responsibility. Many companies in their own awards of certificates or bonuses prefer not to count as accidents vehicles which were slightly damaged while parked at the curb and through no fault of the driver.

About 700 no-accident driver awards have been made to drivers in about 100 different organizations since the emblem was announced a few months ago. For example, the Wieboldt Department Store of Chicago in a public ceremony presented awards to 10 drivers. A. O. Hensler, delivery superintendent, stated in the presentation that the cooperating safety efforts of management and drivers had resulted in a 60 per cent reduction in

TURN TO PAGE 50, PLEASE

SCENES BEHIND ENGINEER DOORS

CONTINUED FROM PAGE 15

they may be more numerous in the near future.

• Automatic Transmission •

The clutch pedal, faithful servant of drivers since the time when planetary transmissions had their direct drives controlled by levers, is just now the hapless victim of a determined onslaught by a host of engineers. Experts may revel in their ability to make clashless shifts up or down at any speed and to get away "fast and smooth" but their utmost efforts will soon be put to shame, if plans mature. The English Daimler car is equipped with a fluid flywheel which makes starting a mere matter of pushing the accelerator to the floor. Other unconventional types of clutches have progressed beyond the drawing board stage. Automatic control is here.

Merely a symbol is the clutch pedal here because the aim is to develop a mechanism which will provide the torque needed to start and to move a vehicle without effort on the driver's part. The smooth, high-torque start of a steam engine or the gas-electric is the goal. To attain this end designers are considering changes in clutches, easy-shift transmissions, free wheeling, as well as entirely unconventional power transmitters.

The problem is made no simpler by increase in size and power of engines. Controlling and applying 30 hp. is one thing, harnessing eight or ten times that power is one reason why there is no depression in the midnight oil industry.

Peeking through a keyhole will not show the pet idea of one engineer because he has not yet put it on the drawing board. He visions trucks controlled as easily as radios, remote control and all. By using electricity directly or to operate pneumatic devices he proposes to start, stop, steer and control the riding qualities of trucks. Dual controls, like airplanes, would be provided for relief on long runs, snapping a switch would turn control over to the co-driver.

Fantastic, surely, but remember 1914.

75 RAILS GO STORE-DOOR

CONTINUED FROM PAGE 31

The railroads specifically provide that the arrangements for pick-up or delivery services do not obligate them to perform the services at locations where it is impracticable to operate trucks or drays because of the condition of streets or alleys.

If shipments are tendered for delivery once to the consignees and delivery cannot be made through no fault of the carriers, no further efforts will be made, excepting upon request of the consignee. An extra charge of 10c per 100 lb. or fraction of 100 lb. is made for each tender of delivery.

• Collections •

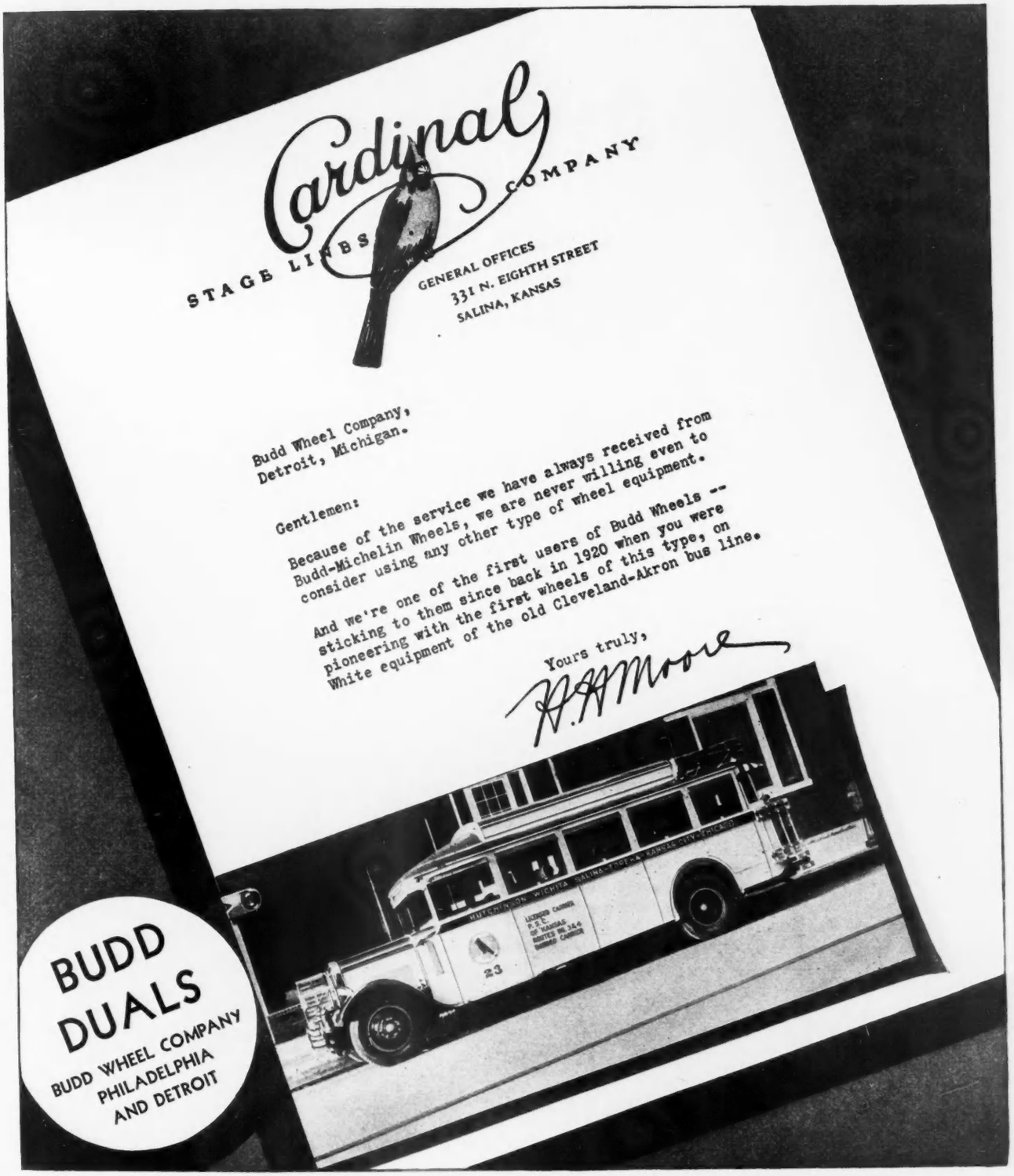
Railroads heretofore have not undertaken to collect the amounts of the invoices covering the goods shipped and remit the amounts collected to the shippers. This service has been rendered for many years by the railway express companies and by motor freight carriers.

The Southwestern Lines made another innovation in freight service by establishing a C. O. D. service in connection with all shipments eligible to receive pick-up and delivery services if requested by the shippers and if the additional C.O.D. charges are paid. These charges for collecting and remitting the invoice amounts range from 30c upon collections of $5 or less to $3.25 upon collections of $1,000. Amounts over $1,000 are collected and remitted at the rate of $3.25 per $1,000.

The arrangements made by the Southwestern Lines in connection with pick-up, delivery and C.O.D. services are of greatest importance to shippers, railroads and motor freight carriers. Arrangements are made with motor trucking companies to perform the services in various cities throughout the Southwest as agents of the railroads.

These steps mark a significant advance in the new transportation program of the railroads—an advance designed to add greater flexibility to railroad freight service and to meet motor freight carrier competition.

How Cardinal Stage Lines stick to an old friend...



SAFETY REWARDS! CASH, HONORS, OR NOTHING?

CONTINUED FROM PAGE 48

delivery costs per package in 1930 as compared with 1926.

The Motor Freight Co., Inc., a cross-country trucking firm of Detroit, likewise presented No-Accident Driver Awards to 14 drivers who had operated 400,000 miles without accidents. In addition to the medal awards, these 14 men participated in the distribution of $700 in cash bonus awards which had accumulated through a joint fine and bonus system.

One of the outstanding recent presentations of No - Accident Driver Awards was to 104 ice truck operators for the City Ice Company of Kansas City in a public ceremony which received much newspaper attention. These drivers represented approximately one-half the company force.

The presentation of no - accident driver awards is coming to have more and more public significance. All local newspapers are interested in street safety, and they usually are glad to give publicity to any outstanding company driver safety records, since the safe driving of commercial vehicles is an important part of the community accident - prevention problem. Such presentations help to educate the public to the fact that commercial vehicles have fewer accidents than private passenger cars, as proved by the investigations of the National Safety Council showing that during the three-year period from 1927 to 1930 inclusive, while fatal accidents to private passenger cars increased by 37 per cent, the accident rate for commercial vehicles decreased by 19.3 per cent. This decrease was undoubtedly due to increasing education and safety supervision of commercial car drivers, and bonus and merit awards have had an important place in this program.

TRUCK SALESMEN DON'T TOOT THE RIGHT TUNE

CONTINUED FROM PAGE 31

may find himself up against a job that that particular salesman's truck can economically handle.

● Demonstrations Pay, But— ●

I have read with a great deal of interest your article, "Salesmen to Sell Must Have Trucks to Show," in the August issue of COMMERCIAL CAR JOURNAL complaining against the practice of managers requiring salesmen to sell trucks from paper and substantially agree with everything you have stated, that is, from the salesman's standpoint.

We have been in business here for 20 years and this is one of the problems that we have never satisfactorily handled either to the satisfaction of ourselves or to the satisfaction of our salesmen. We certainly would be very glad if anyone can show us how we can carry a representative line of equipment on our floor on a profitable basis.

We carry both the White and Stewart trucks with some 50 different models between the two lines and 99 times out of 100 every chassis we have available is either of the wrong wheelbase, wrong tires, etc., so that it is almost necessary for us to order a new chassis for delivery purposes.

In addition to this the worst part is that the more stock a sales organization has on hand, the more demonstrating is done with it and the more mileage it is asked to do, and before long it becomes a used truck or a demonstrator, which from management standpoint means loss of gross profit.

If you can throw any light on this from the other side of the fence, we will be very glad to hear it.

R. S. SAULFELD,
General Manager.

SCOTT USES WELD TO FORM 1250-GAL. TANK

Scott Welded Products, Long Island City, N. Y., builds large tanks without seams. The 1250-gal. tank illustrated is constructed of one-piece seamless shell with flanged heads and partitions. It is divided into five compartments, and equipped with a standard flexible support mounting of Scott design. The unit is 15 ft. long, 45 in. high and 82 in. wide. Gross weight of the body is approximately 900 lb. An emergency valve is located in each compartment and is operated by electric control mechanism inclosed entirely within the tank. A bucket-box is provided at the rear and a 2-in. pipe line from each compartment terminates in the bucket-box in a 2-in. Wheaton faucet. Chromium plate guard rails are provided on each running board. Underslung can racks are provided at each guide with hinged doors and locks. These racks hold nine 10-gal. round cans on each side.

Five-compartment 1250-gal. tank body built by Scott Welded Products

FIRST TRUCK 12 BY AMERICAN LA FRANCE

CONTINUED FROM PAGE 36

center of the intake, to heat the incoming mixture. Exhaust manifolds are made in three parts with expansion joints. Metal packing is employed in the water pump which delivers 85 gal. per min. at 1000 r.p.m. The fan has four blades and is driven by two V-type belts, adjusted by an eccentric fan shaft mounting.

MAINTENANCE CHATTER

CONTINUED FROM PAGE 35

Weighing front and rear end of trucks separately when loaded to maximum capacity is recommended by India Tire & Rubber Co., Akron, Ohio, to determine if the tires on each axle have sufficient capacity to carry the maximum load. The company points out that dividing the gross weight of a vehicle by the number of tires does not show whether or not some of the tires are overloaded. The correct method is to divide the gross weight on each axle by the number of tires on that axle to determine the weight carried by each tire.

AUTOMOTIVE FLASHES

CONTINUED FROM PAGE 47

The M.E.A. Schism

Temporary staffs were chosen to function until Jan. 1 when duly elected officers and directors will take office in a reorganized Motor and Equipment Association. Two bodies will result from the proposed reorganization, the Motor and Equipment Manufacturers' Association, which George L. Brunner will temporarily head, and the Motor and Equipment Wholesalers' Association, to be presided over by A. H. Eichholz.

Stretching Employment

Rubber men at a recent meeting of their association resolved that their industry, in order to give employment to the greatest number of people, should make every effort to maintain the present force, even if a reduction in hours becomes necessary.

PERSONNEL CHANGES

CONTINUED FROM PAGE 47

Mark Harris of General Motors, H. H. Franklin and American Steel Foundry connections, has been appointed chief engineer of the Gabriel Co.

Walter V. Hall and A. F. Jordan have been appointed sales manager and manager respectively of the Cleveland office of the United States Air Compressor Co.

STRENGTH

THE continuous base of Firestone Type R rims has the necessary strength to support the heavy loads hauled on trucks or buses. This continuous band gives the tire the most secure base support, unequalled for strength, because it is not disturbed when changing tires. The one-piece cylinder assures longer life, greater dependability and safe performance.

On New Trucks and Change-overs Specify Firestone Rims for All Types of Wheels—Wood, Wire, Disc or Cast.

Listen to the Voice of Firestone every Monday night over N. B. C. Nationwide Network.

Firestone

CONTINUOUS BASE RIMS

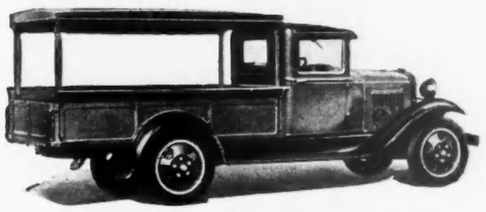
What type hauling-unit do you need?

YOU WILL FIND IT IN A STANDARD FORD BODY...AT LOW COST

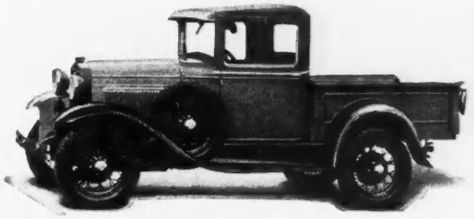
WHETHER it is a police patrol needed in Tulsa, a coal truck in Butte, or a smart town-car delivery in Manhattan, the Ford Motor Company, through its nation-wide dealer organization, can supply standard Ford bodies to meet your needs.

The same principles of volume production which govern the manufacture of Ford chassis are applied to these specialized truck bodies. The result is low production cost — a saving which is passed on to the public in terms of low price and high value. In addition, the purchaser of any Ford type is assured of quick delivery and of convenient service.

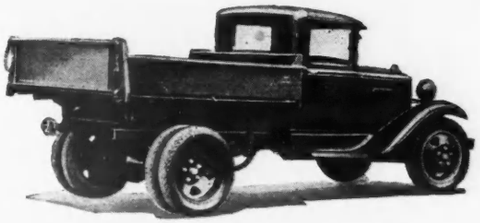
No longer is it necessary to sacrifice time and money in having special truck bodies built to suit your particular needs. In the Ford line there is a standard commercial body ready to start working for you. Here in the utility, performance, and low cost of the Ford truck you will find the solution to your transportation problems — assured low cost per ton-mile.



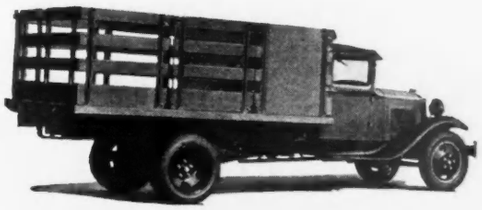
Open express truck with 131½-inch wheelbase



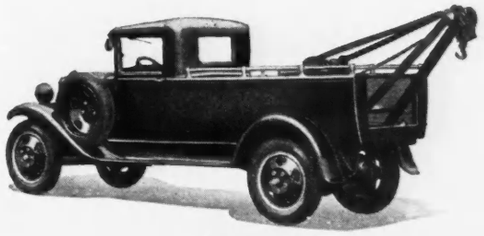
Model A pick-up



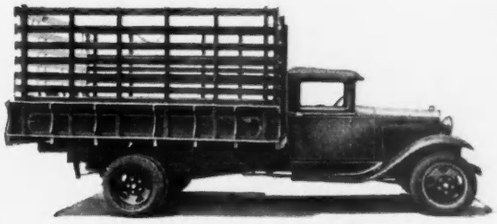
Heavy hydraulic dump truck



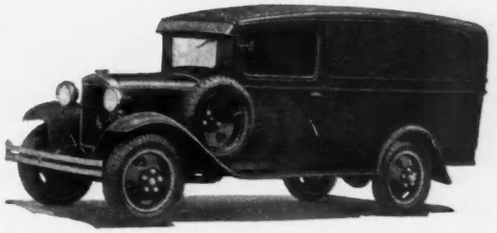
Stake truck with 157-inch wheelbase



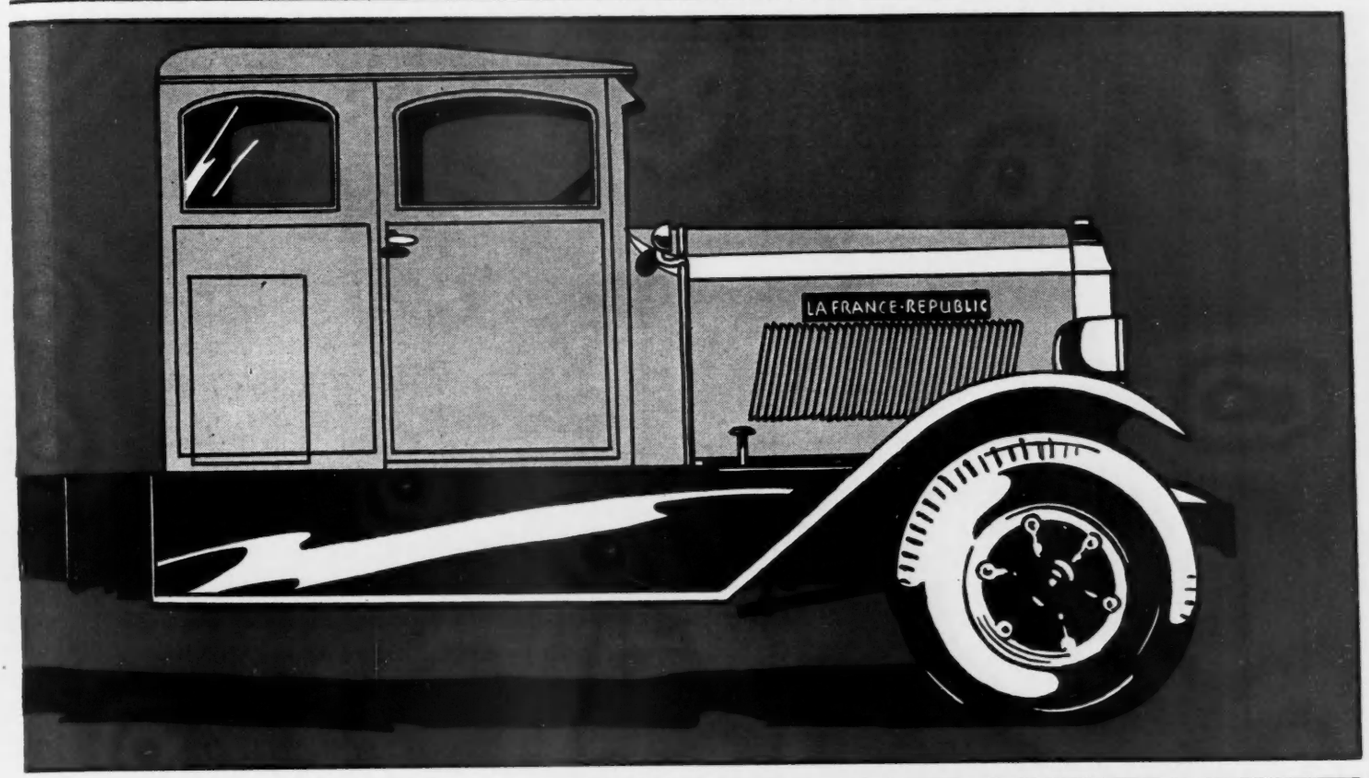
Service-car



Combination grain and stock body



De Luxe panel truck



r.p.m. Dual carburetion and dual ignition with four six-cylinder distributors are provided. Cylinders are chrome-nickel iron cast in one block with dry sleeve inserts. It is available in either worm or double reduction drive. Westinghouse airbrakes are standard equipment on all wheels. The unit transmission has four forward speeds and one reverse. Speeds up to 60 m.p.h. may be attained with 32 m.p.h. in second.

Dealers who vision the future trends in the fast hauling of freight should be interested in the La France-Republic franchise and the opportunity it presents in selling the HIGHWAY MOGUL. Full details will be sent upon receiving your inquiry.

SPECIFICATIONS FOR THE HIGHWAY MOGUL

Wheelbase	Up to 260 in.
Gross vehicle weight	40,000 lb.
Tire size	10.50/20 or 24
Engine make	American La France 312B
No. cylinders	12
Bore and stroke	4 x 5 in.
Piston displacement	754 cu. in.
NACC rating	76.4 hp.
Max. brake hp.	240 at 2900
Diam. main bearings	3½ in.
Length main bearings	10 in.
No. of main bearings	4
Oiling system	Full pressure
Radiator make	Perfex
Clutch type	2 plate
Make	Long 34-A
Diameter	13¾
Transmission make	Brown-Lipe 714
Location	Unit
No. forward speeds	4
Universals	Blood Bros.
Rear axle	Timken SWD-410 or SD-410
Final drive	Worm or double reduction
Gear ratio	6 to 1
Optional	5 4/6 and 6 4/5
Reduction in low	34.6
Front axle	Timken 27450W
Brakes, service	Westinghouse
Hand brake	Tru-Stop
Frame dimensions	12 x 3½ in.
Springs, front	44 x 3
Rear	None with six-wheel

CORPORATION • •

Cable Address: "Republic Alma, Mich."

Advantages of an Eight for Trucks

1—Smooth power; less vibration
2—Speedier than "6" of same h.p.
3—Less weight per horsepower
4—More satisfied drivers . . . .
5—No greater maintenance cost
6—More ton miles per year . . .
7—Next step in truck progress
8—Follows passenger car trend
9—Especially suited to long hauls
10—Use "6" or "8" on same chassis

No. 9*
Especially Suited to Long Hauls

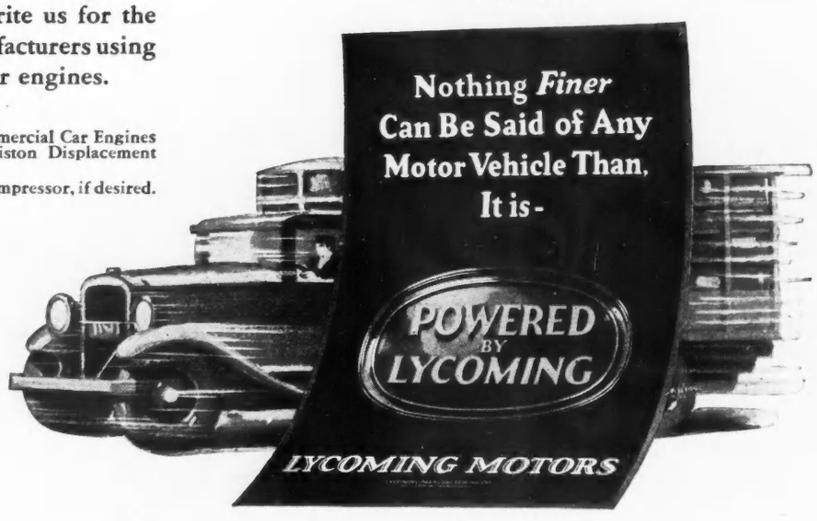
Inter-city and long distance hauling by motor trucks has hardly scratched the surface of its possibilities. This traffic is developing very rapidly, as vehicle speed and smooth riding qualities are increased. One of the greatest steps in this direction has been the introduction by Lycoming of an eight-cylinder engine designed especially for truck use. On today's good roads, a truck powered with a Lycoming Straight Eight Engine can maintain high road speed without noticeable strain on the engine, chassis or load. The greater the distances over which fleets of trucks operate, the more important this faster hauling becomes. More trips and more loads are made possible without more equipment or more drivers. Lycoming-Powered eight-cylinder trucks save and make money for their owners. Investigate.

*If you are interested in obtaining a complete set of these advertisements, "Advantages of an Eight for Trucks," write us for reprints of Numbers 1 to 8, inclusive.

8-cylinder Trucks In Use Prove Every Claim

Trucks powered by Lycoming eight-cylinder engines have now been in daily operation over a sufficient length of time to demonstrate conclusively that eight-cylinder commercial cars *DO* operate faster; run more smoothly; save time and money; make possible more trips without added expense; therefore greater profits. Write us for the names of leading truck manufacturers using Lycoming AEC eight-cylinder engines.

Lycoming Series AE Straight Eight Commercial Car Engines 3¾ x 4¾, 130 H.P., L-Head Type—Piston Displacement 420 cubic inches.
Furnished with provision for 6-ft. Air Compressor, if desired.



LYCOMING MANUFACTURING COMPANY
WILLIAMSPORT, PENNSYLVANIA

Nickel Alloy Steel Parts in Gotfredson Trucks:
Frames
Transmission shafts and gears
Rear axle shafts
Steering arm and knuckles
Steering knuckle pins
Worms
Piston pins
Valve tappets
(Nickel Chrome Iron in cylinder blocks)

GOTFREDSON *trucks reduce upkeep costs and breakage with* NICKEL ALLOY STEEL *parts...*

EIGHTY-FIVE per cent of Gotfredson truck buyers during 1929 were former users. This preference, based on experience, proves that these trucks are built to endure severe abuse and to assure minimum upkeep and repair costs—features which have been obtained by the use of high strength materials. The frames, gears, shafts, steering arms and other parts are made of Nickel Alloy Steels.

The Robert Gotfredson Truck Co. states: "We are of the firm conviction that although the first cost may be affected by the use of these parts, in the final analysis this is more than offset by fewer breakages and tie-ups...that by the use of Nickel Chrome Steel frames we are increasing the life of our truck and reducing the cost per ton mile considerably. It is a well-known fact that a frame will deflect with each jar of the road. We have found that an ordinary carbon steel frame will eventually take a permanent set or fracture at the weakest point. We have yet to know of one of our Nickel Steel frames fracturing or setting; and as this is the foundation of any truck, we feel that the additional cost is justified."

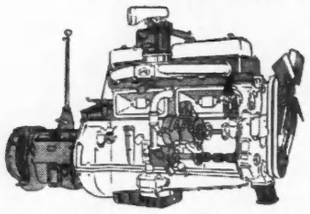
Our technical files contain a wealth of data drawn from the experience of thousands of users of Nickel Steel in the automotive field. You are invited to communicate with us regarding your specific problems in the selection of materials.

Send for List of Available Publications on Nickel and its Alloys

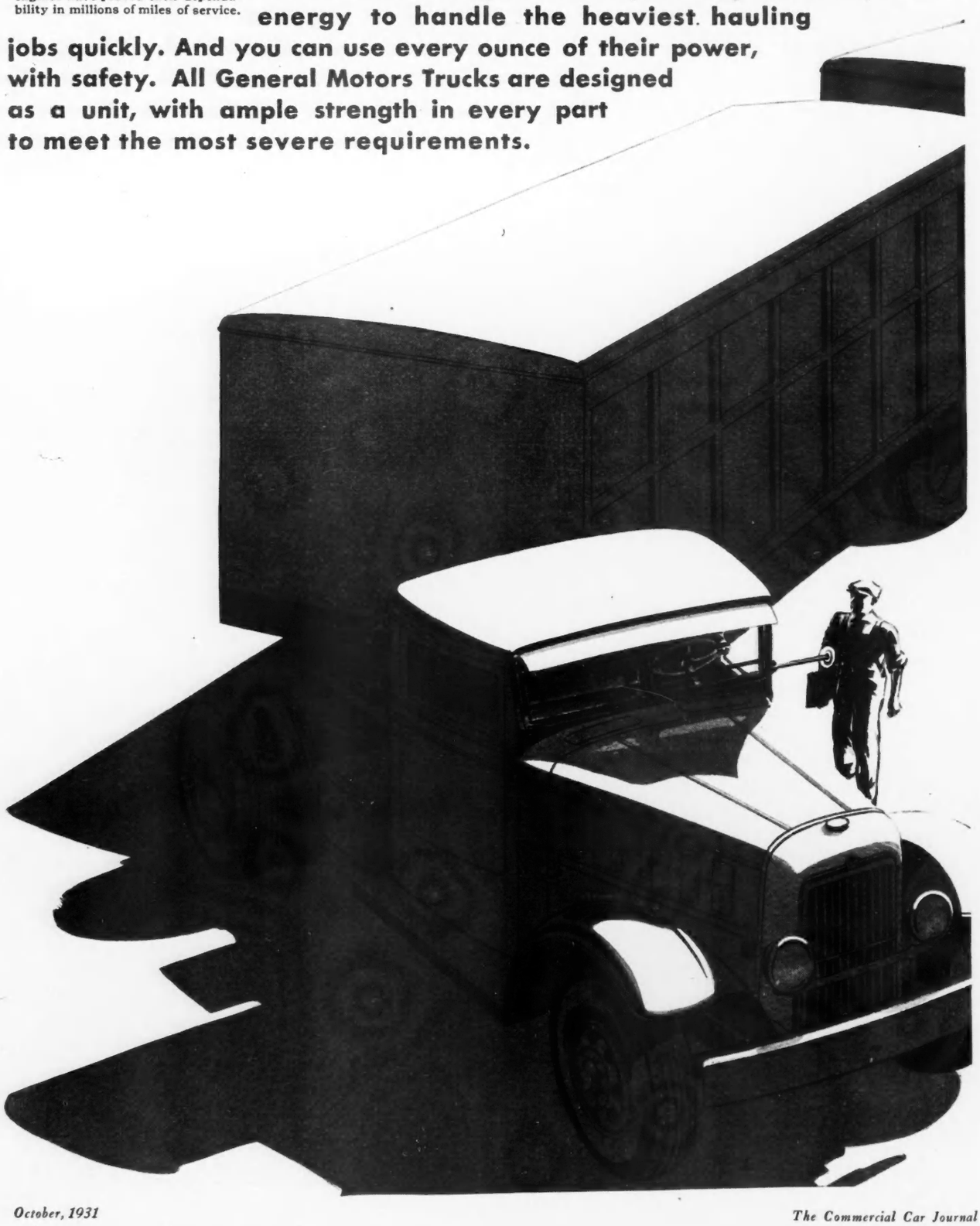
Nickel
FOR ALLOY STEEL

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

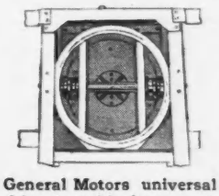
TORQUE UP TO 450 POUNDS—Speed up your runs! Cut down the delays on grades and heavy loads! Load to capacity every time! You can do it with General Motors Super Heavy-Duty Trucks and Tractors. These new *road giants* are driven by 115 or 150 horsepower engines—General Motors truck-built sixes that develop as much as 450 foot-pounds torque. They have ample energy to handle the heaviest hauling jobs quickly. And you can use every ounce of their power, with safety. All General Motors Trucks are designed as a unit, with ample strength in every part to meet the most severe requirements.



General Motors Super Heavy-Duty engines have proved their dependability in millions of miles of service.



PAYLOADS UP TO 20 TONS PER TRAILER—General Motors truck-built trailers introduce important new economies to trailer operation. They are designed by truck engineers, and built to truck standards of ruggedness by an exclusive commercial-vehicle organization. Many of their parts are interchangeable with General Motors Truck parts—that simplifies maintenance problems. They are serviced by General Motors Truck Company branches and dealer establishments—the same organizations that service your trucks. And they are sold by truck dealers who are trained to give you valuable co-operation in selecting hauling equipment that exactly fits your requirements.

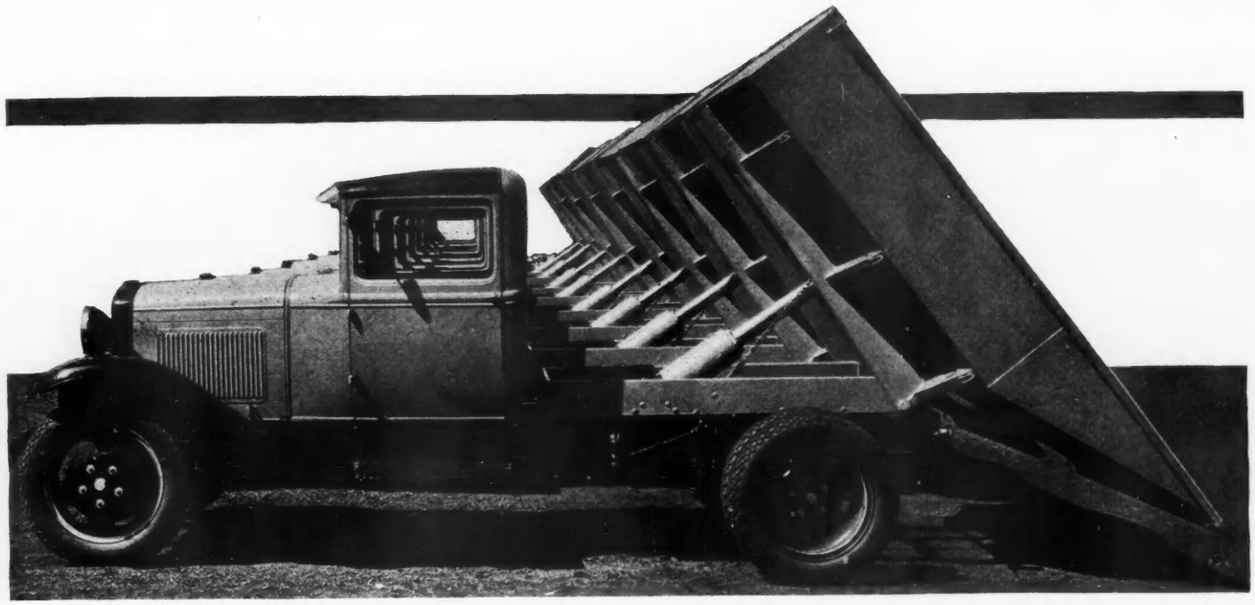


The General Motors universal fifth-wheel is adaptable for use with the majority of tractors in service today.

Time payments financed at lowest available rates through our own Y. M. A. C.

General Motors Truck Company, Pontiac, Mich. (A Subsidiary of Yellow Truck and Coach Mfg. Co.)

GENERAL MOTORS
SUPER HEAVY-DUTY TRUCKS
AND
TRUCK-BUILT TRAILERS



THE PROBLEMS OF YOUNGSTOWN ARE YOUR PROBLEMS TOO!

What's good for Youngstown, is as good for Keokuk and Kankakee. Everywhere buyers know what they need and see that they get it. In the case of the City of Youngstown the problem was simplified by reason of location, but every factor and price schedule had to be right before Commercial could equip this new Youngstown fleet with Safety Slant Hoist and Commercial Bodies. It was a question of the right equipment to meet the hauling problem, *your problem,* in your city whatever your location.

Safety Slant Hoist

Note these "Safety Slant" Hoist Features:

1. **No pipes, tubing, or joints to break or leak.**
2. **Safety check valve at bottom of cylinder holds load until manually released.**
3. **Positive protection against accidental high pressure by automatic operation of relief valve that allows oil to bypass to reservoir.**

"Commercial" Prest-Steelite Rear Dump Bodies are the most advanced body design of today. Prest-steel sections are designed to exert the maximum strength and rigidity of every pound of steel at the points where needed. Closed end box beams support the bottom, imparting a rigidity never before attained.

Electric welding equalizes the stresses through large areas, making permanently strong and rigid connections that are tight under all conditions. "Jack-Knife" sub-frame construction always keeps the body in alignment with the chassis regardless of dumping position.

Write today for literature on "Commercial" 3-Way and Rear Dump Bodies, Hoists and Pumps. Ask for Bulletins 101 and 102.

The Commercial Shearing & Stamping Company

Contract Stampings, Liner Plates, Tank Heads, Pallets and Racks
YOUNGSTOWN, OHIO

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 76)

SCHACT presents a new line of trucks ranging from 1½ to 5½ tons and more.

Federal added five new models; three six-wheelers, D2D and E2D two-tonners, described on page 40 of this issue, and A6SW 4 ton; and two 2½-ton four-wheelers, T3W and T8WF.

Other new listings appearing this month are:

LaFrance-Republic: E1 2½-ton.

Moreland: B13 2½-ton and B15 3½-ton; and B16, B18, E16 and E18, 4 to 4½ ton.

General Motors: T-18 1½ to 2 ton, T-19 2½-ton.

Gramm: G 4-ton.

Mack: AP six-wheeler.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Gross Vehicle Wt. See Key Note	General: Chassis Wt. Stripped	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F. TT175A		155	75000	11000	BL1714703	U	12	Op	7.48	137	T-175A
A.C.F. TT175B		155	60000	10250	BL1714703	U	12	Op	7.46	135	T-175B
A.C.F. TT160		155	60000	9700	BL1714703	U	12	Op	7.46	135	T-160
Autocar DT	3500	140	20000	5300	B-L 51	U	4	No	6.27	33.5	D-2 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS 3½
Autocar SCHST	4800	145	40000	8260	Own T	U	4	A	10.4	66.6	SCHS 3½
Autocar FT	6800	154	60000	11000	B-L 70	A	7	No	11.66	109	F 5½
Brockway 90		137	15750	3850	B-L	U	4	No	5.83	37.3	90 1½
Brockway 140		138	24500	5900	B-L	U	4	No	6.6	35.3	140 2½
Brockway 170		138	29750	6800	B-L	U	4	No	16.4	46.6	170 3
Brockway 195		138	34125	7900	B-L	U	4	No	6.8	49.5	195 4
Brockway 220		138	38500	8260	B-L	U	4	No	6.96	50.7	220 5
Brockway 190		139	33250	7625	B-L	A	7	No	7.75	78.6	190 3
Brockway 250		146	43750	10000	B-L	U	4	No	8.75	63.7	250 5½
Brockway 290		146	52500	10750	B-L	A	7	No	10.1	95.0	290 5½
Chicago 1-76-D 20T		159		8740	B-L 60 Max	A	7	No	7.6	77.2	
Condor CB		118		3875	Cov A-4 J	U	4	No			
Condor CC		122		4820	Cov W4J	U	4	No			
Condor CD		122		5020	Cov W4J	U	4	No			
Condor CF		118		5200	Cov Rus	U	4	No			
Condor CGW		153		8950	Cov Rus	A	4	No	6.3	41.0	
Corbitt 9B6T		139	18000	4200	BL-214	U	4	No	6.8	43.6	
Corbitt 12B6T		152	20000	4955	BL-51	U	4	No	7.40	48.8	
Corbitt 15B6T		157	25000	5980	B L-51-5	U	5	No	7.80	46.5	
Corbitt 18D6T		159	30000	7600	BL-615	U	5	No	7.33	48.0	
Corbitt 24D6T		165	40000	9200	BL-70	A	7	No	8.15	76.6	
Diamond T 216	695	135	14000	3300	War	U	4	No	Opt	Opt	216 1½
Diamond T 316	1155	137	17000	4400	War	U	4	No	Opt	Opt	316 2
Diamond T 303	1645	137	20000	4800	Cov	U	4	No	Opt	Opt	303 2½
Diamond T 551	2310	131	28000	5600	Cov	U	4	No	Opt	Opt	551 3
Diamond T 504	2710	135	24000	6200	Cov	U	4	No	Opt	Opt	504 3
Diamond T 603	3360	147	32000	7300	Cov	U	5	No	Opt	Opt	603 4
Diamond T 750	4730	147	40000	8300	Cov	A	5	No	Opt	Opt	750 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	8.05	55.2	F-40 2
Dodge Bros. F60	2645	146	18979	5543	Own	U	4	No	8.26	56.6	F-60 3
(1) Dodge Bros. UF30, F30, F35											
Federal A6TW	2360	140	25000	5050	Own	A	4	No	8.75	52.9	A6TW 2½
Federal T10W	2915	143	32000	6495	Own	A	4	No	8.75	57.0	T10W 3
Federal U6	3860	143	43000	7155	B-L 60	A	7	No	8.5	83.1	U6 3½
Federal 4C6A	4735	144	50000	8120	B-L 60	A	7	No	9.00	86.5	4C6A 5
Federal 4C6AB	4960	144	50000	8505	B-L 60	A	7	No	9.00	86.5	4C6AB 5
Federal X8	5085	155	65000	9660	B-L 60	A	7	No	11.7	110	X8 5½
Federal X8R	5810	155	65000	10385	B-L 60	A	7	No	11.7	110	X8R 5½
(X)Gen. Mot. T-19	925	141		3440	Own	U	4	No	6.8	37.8	
(X)Gen. Mot. T-25	1405	141		3700	Own	U	4	No	6.8	34.5	
(X)Gen. Mot. T-26	1510	141		3940	Own	U	4	No	6.60	33.5	
(X)Gen. Mot. T-30	1700	141		4705	Own	U	4	No	6.43	32.7	T-30 3
(X)Gen. Mot. T-31	1845	141		4695	Own	U	4	No	6.43	40.5	T-31 3
(X)Gen. Mot. T-42	1845	141		4725	Own	U	4	No	7.14	36.2	T-42 2½
(X)Gen. Mot. T-44	2065	141		5095	Own	U	4	No	9.45	48.0	T-44 4½
(X)Gen. Mot. T-45	2095	141		5235	Own	U	4	No	9.45	59.5	T-45 4½
(X)Gen. Mot. T-51	2625	155		6250	Own	U	4	No	7.14	44.1	T-51 5½
(X)Gen. Mot. T-55	2750	155		6390	Own	U	4	No	9.45	58.4	T-55 5½
(X)Gen. Mot. T-60	3250	154		7150	Own	U	4	No	10.7	65.9	
(X)Gen. Mot. T-61	3525	154		7045	Own	U	4	No	10.7	65.9	
(X)Gen. Mot. T-82	3970	155		7735	Own	U	12	A	12.3	171	
(X)Gen. Mot. T-83	4275	155		7815	Own	U	12	A	12.3	171	
(X)Gen. Mot. T-85	5800	171		10800	Ful	U	4	No	10.5	66.1	
(X)Gen. Mot. T-90	5455	185		9775	Mun	U	12	A	10.3	144	
(X)Gen. Mot. T-95	7675	189		13540	Ful	U	4	No	8.5	53.3	
(X)Gen. Mot. T-96	7325	189		13140	Ful	U	4	No	9.11	57.1	
Gramm AX4 2–3		131		3100	War T9	U	4	No	5.8	36.3	AX4 1
Gramm AX6 2–3		131		3300	War T9	U	4	No	5.8	36.3	AX6 1
Gramm BX4 3–4		131		3275	War T9	U	4	No	6.2	39.6	BX4 1½
Gramm BX6 3–4		131		3475	War T9	U	4	No	6.2	39.6	BX6 1½
Gramm CX4 4–6		131		3700	War T9	U	4	No	5.8	36.3	CX4 2
Gramm CX6 4–6		131		3900	War T9	U	4	No	5.8	36.3	CX6 2
Gramm B 3–5		118		4025	Cov A4J	U	4	Op	5.8	38.4	B 1½
Gramm C 4–6		122		4700	Cov W4J	U	4	Op	5.8	37.1	C 2
Gramm D 5–8		122		5100	Cov W4J	U	4	Op	6.1	39.0	D 2½
Gramm E 6–9		122		5800	Cov Rus	U	4	Op	5.57	37.8	E 3
Gramm GW 10–15		157		8925	B-L	U	4	Op	6.3	45.3	GW 5
Hug 98		Op			B-L 714,703	U	12	A3	10.26	139	98-6 6W
Indiana 89		137	15750	3850	B-L	U	4	No	5.12	20.9	89 1½
Indiana 140		138	24500	5900	B-L	U	4	No	6.16	35.3	140 2½
Indiana 170		138	29750	6800	B-L	U	4	No	6.41	46.6	170 3
Indiana 195		138	34125	7900	B-L	U	4	No	6.8	49.5	195 4
Indiana 220		138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Indiana 190		139	33250	7625	B-L	A	4	No	7.75	78.6	190 3
Indiana 250		146	43750	10000	B-L	U	4	No	8.15	63.7	250 5½
Indiana 290		146	52500	10750	B-L	A	7	No	10.0	95.0	290 5½
International A-L 3	1450	138		4032	W-G T7	U	4	No	6.50	42.9	AL-3 1½
International A-2	675	136		2935	W-G T9	U	4	No	6.16	39.5	A-2 1½
International B-2	725	136		2959	M. M. 'O'	U	3	No	6.16	47.3	B-2 1½
International A-4	1860	145		5221	Own A5	U	5	No	6.5	47.8	2
International A-5	2550	140		5836	Own A-5	U	5	No	7.16	52.6	3
International A-6	2675	156		6120	Own	U	5	No	8.50	76.8	A-6 3
International W-1	3850	130		8100	Own	U	5	No	6.85	60.5	W-1 2½
International W-3	4850	144		10100	Own	U	5	No	7.85	70.5	W-3 5
LaFrance Rep. M-2T		147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2 4
LaFrance Rep. 35-2T		147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2 5½
Mack BI	2500	138			Own BL	U	4	No	Opt	Opt	BL 1
Mack BG	3000	138			Own BG	U	4	No	Opt	Opt	BG 1½
Mack AB	4000	123			Own AB	U	4	No	Opt	Opt	AB 2
Mack AB	4150	123			Own BG	U	4	No	Opt	Opt	AB 3
Mack BC	5250	142			Own BC	U	4	No	Opt	Opt	BC 4
Mack BC	5500	142			Own BC	U	4	No	Opt	Opt	BC 5
Mack BJ	6450	169			Own BJ	A	4	No	Opt	Opt	BJ 5
Mack AK	5150	134			Own AC	J	4	No	Opt	Opt	AK 5
Mack AK	5250	134			Own AC	A	4	No	Opt	Opt	AK 5
(1) Mack AK6, AC4, AC6, AP, AK6-6 wheel, AC4-6 wheel, AP-6 wheel											
Neteo TC		3400	135			B-L 55-4	U	4	No	7.75	54.2	C 2½
Neteo TE		4300	140			B-L 515	U	5	No	8.00	56.0	E 3½
Relay 40	3240	138			5300	B-L 35	U	4		6.45	34.5	40 2
Relay 60	4480	142			7350	Ful VU	U	5		7.88	58.5	
Reo FH	1595	142			4165	Own 4650	U	4	Op	5.7	72.6	FH 2
Reo GD	2085	144			4570	Own	U	4		6.14	77.8	GD 3
Schacht TRH		146			6600	Ful VUOG	U	5	No	7.8	55.1	
Schacht TRHA		148			6650	Ful VUOG	U	5	No	7.8	55.1	
Schacht TRD		148			6850	Ful VUOG	U	5	No	7.8	56.8	
Schacht TRDA		148			6900	Ful VUOG	U	5	No	7.8	56.8	
(1) Sterling FB30-35-45-55-65-80. FD80-97-115-140-170-975. FW 97-115-140-170-975. FC100-107-120-135-140-145-170. FCS170-180-210											
Stewart 30		695	110		2977	Cla	U	4	No	5.6	35.8	30
Stewart 30X		795	110		3018	Cla	U	4	No	5.6	35.8	30X 11
Stewart 40		895	110		3350	War	U	4	No	5.6	35.8	40 1½
Stewart 40X		995	110		3393	War	U	4	No	5.6	35.8	40X 1½
Stewart 34X		1195	135		3710	War	U	4	No	5.6	22.0	34X 1½
Stewart 28X		1495	130		4058	Ful	U	4	No	6.37	47.0	28X 2
Stewart 29XS		1695	135		4960		U	4	No	6.37	44.0	29XS 2
Stewart 32X		1990	148		5230	Ful	U	4	No	7.25	47.6	32X 2½
Stewart 18X		2690	148		5901	Ful	U	4	No	7.25	47.5	18X 2½
Stewart 35X		2590	149		5880	Ful	U	4	Op	7.1	46.1	35X 3
Stewart 19X		3690	147		7110	Ful	U	12	A	7.25	127	19X 3½
Stewart 31X		4990	150		8440	Ful	A	8	U	10.5	15 1	31X 3
Stewart 27X		5700	150		9987	Ful	U	8	U 8	6.56	93.8	27X 5½
Studebaker S-40		945	148		3650	WGASI T9	U	4		5.83	37.4	S-50 2
Walter FBD	8500	118	26000		9000	Own	U	5	No	8 50	85.1	
Walter FBRD	8700	118	31000		10000	Own	U	5	No	8 50	85.1	
Ward La Fra. 75D-15T		Op			10000	B-L 70 Max	A	7		Opt	Opt	
White 52T	4700	129	28000		8461	Own 4B	U	4	No	11.7	76.5	
White 51AT	3875	134	17000		6227	Own 4B	U	4	No	7.14	46.6	51-A 2½
White 210		133	17000		6438	Own 8B	U	4	No	5.67	23.4	210, 211 2½
White 212		133	20000			Own 8B	U	4	No	5.67	23.4	212 2½
White 55 3½, 5	4765	156	42000		8737	Own 4B	U	4	Op	10.1	66.1	55 3½, 5
White 56 2	3125	165	20000		5276	OwnGRBB	U	4	No	6.33	26.2	56 2
White 58 3	4400	162	30000		7797	Own 4B	U	4	No	7.6	49.7	58 3
White 61 1½	2450	131	16000		4789	Own 5B	U	4	No	5.67	23.4	61 1½
White 611 2	2550	131	18000		4980	Own 5B	U	4	No	5.67	23.4	611 2
White 612 2½	2800	131	20000		5100	Own 5B	U	4	No	5.67	23.4	612 2½
White 620 2½	4350	145	25000		7300	Own 4B	U			6.38	41.8	620 2½
White 621 3	4650	145	30000		7700	Own 4B	U	4	No	6.33	41.4	621 3
White 630 3	5000	157	30000		8500	Own 4B	U	4	No	6.33	41.4	630 3
White 631 3½	5750	157	35000		9000	Own	U	4	No	8.70	56.9	631 3½
White 640 3	6100	157	35000		9200	Own 7B	U	4	No	5.18	33.9	640 3
White 641 3½	6450	157	40000		9700	Own 7B	U	4	No	7.16	46.9	641 3½
White 642 4	6750	157	45000		10600	Own 7B	U	4	No	10.1	66.5	642 4
White 643 5	6950	157	50000		10900	Own 7B	U	4	No	10.1	66.5	643 5

(1) Models available as tractor trucks.

Line Number	Make, Model and Capacity	General					Tire Size		Engine													Fuel System		Electrical System		Line Number
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	....	....	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	435	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	4-3⅝x4¾	196	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros......F-10	515	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	S	2¼	6¼	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet........	595	...	...	......	1935	B 5.00/19	B 5.00/19	Own	6-3⅛x4⅛	189.8	23.4	....	L	C	..	....	....	..	FP	No	Str	V	N-E	N-E	4
5	Ford..............A	340	103	...	......	1680	B 4.75/19	B 4.50/20	Own A	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11...	625	109	141	3800	1980	B 5.00/19	B 5.50/19	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	6
7	(X)Gen. Mot.....T-15	....	121	141	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	7
8	Paige..............	765	115	...	4435	2350	B 5.50/19	B 5.50/19	Own	6-3⅛x4½	207	23.4	66-3200	L	C	A	2½	10⅜	7	FP	No	Ste	M	D-R	D-R	8
9	Studebaker........S1	595	114	114	......	2330	B 5.25/19	B 5.25/19	Own	6-3⅜x4⅛	221	21.3	70-3200	L	C	C	2⅛	8 11/16	4	CC	No	Str	M	D-R	D-R	9
10	Willys Six......C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/16	4	CC	No	Til	M	A-L	A-L	10
	1500 Pounds																									
11	Dodge Brothers......	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4-3⅝x4¼	196	21.0	45-2800	L	G	S	2¼	6⅛	3	PC	No	Car	V	D-R	D-R	11
12	Dodge Brothers.......	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	PC	No	Zen	V	N-E	N-E	12
13	Fargo Clipper.........	725	...	...	......	2340	B 5.50/18	B 5.50/18	Own	6-3⅛x4¼	195.6	23.4	....	L	..	..	....	....	..	FP	No	Str	V	D-R	D-R	13
14	Fisher-Std.....JR-BX	....	120	128	6800	2800	P 30x5	P 30x5	Con W10	4-3⅞x4¼	200.5	24.0	48-2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	A-L	A-L	14
15	(X) Gen. Mot. T15...	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	15
16	Relay..........15AA	1370	131	...	......	3750	P 30x5	P 30x5	Con 17E	6-3⅜x4	214.7	27.3	52-2200	L	C	C	2⅛	9 11/16	7	PC	No	Str	V	A-L	A-L	16
	1 Ton																									
17	Atterbury...........A	....	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6-3x4¾	201.4	21.6	64-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	D-R	D-R	17
18	Brockway 60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	18
19	Brockway.........65	...	137	140	6500	3400	P 30x5	P 30x5	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	(n	V	A-L	A-L	19
20	Commerce.......S-11	1600	142	162	......	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	20
21	Condor........CAV6	885	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214	27.4	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	21
22	Day Elder 60	895	135	156	6000	3300	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	22
23	Diamond T.......216	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3⅜x4¼	228.0	27.3	56-2400	L	G	C	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	23
24	Dodge Brothers......	495	133	133	5840	2590	P 6.00/20	P 32x6	Own	4-3⅝x4¾	196	21.0	45-2800	L	G	S	2¼	6⅛	3	PC	Ha	Car	V	D-R	D-R	24
25	Dodge Brothers......	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	PC	Ha	Zen	V	N-E	N-E	25
26	Douglas...........A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6-3⅜x4	214.7	27.3	61-3000	L	G	C	2½	10½	7	FP	No	Zen	M	A-L	A-L	26
27	Fargo Freighter......	795	...	...	7350	2725	B 6.00/20	P 32x6	Own	6-3⅛x4⅛	189.8	23.4	....	L	..	..	....	....	..	FP	No	Str	V	N-E	N-E	27
28	Fisher-Std. Sp. X-1-1½	....	128	136	7800	3150	P 30x5	DP30x5	Con W-20	4-4⅛x4¼	227	26.8	52-2400	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	A-L	A-L	28
29	Garford.........S-11	1600	142	162	......	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	29
30	(X)Gen.Mt.......T15	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	30
31	Gramm.......AX4, 1	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	FP	No	Til	M	A-L	A-L	31
32	Gramm.......AX-6, 1	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214	27.4	74-3300	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	32
33	Hahn & Selden......7	....	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6-2⅞x4¾	185.0	19.8	45-2800	L	G	C	2⅛	....	4	FP	No	Zen	V	A-L	A-L	33
34	Indiana...........64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	34
35	LaFrance-Republic A-1	795	132	...	6000	3000	B 5.50 20	P 32x6	Lyc WTG	6-3x4¾	201.5	21.5	60-2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	35
36	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3x4¾	201.5	21.5	60-2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	36
37	Relay..........15AB	1400	131	...	......	3800	P 30x5	P 30x5	Con 17E	6-3⅜x4	214.7	27.3	52-2200	L	..	..	....	....	..	PC	No	Str	V	A-L	A-L	37
38	Relay...........S11	1700	142	162	......	4050	P 30x5	P30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	....	4	PC	No	Zen	V	A-L	A-L	38
39	Rugby............614	....	112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 3/16	4	PC	No	Str	M	A-L	A-L	39
40	Service S11	1600	142	162	......	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	40
41	Sterling.........FB30	....	142	162	......	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	41
42	Stewart...........30	695	130	160	......	2977	B 6.50/20	B 6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	42
43	Stewart...........30X	795	130	160	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6-3x4¾	201.5	21.0	60-2600	L	G	C	2⅜	7	4	PC	No	Str	V	D-R	D-R	43
44	White...........15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4-3¾x5⅛	226.4	22.5	31-1600	L	G	C	...	....	2	PG	No	Zen	V	L-N	L-N	44
45	White............60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6-3½x4½	260.0	29.4	54-2100	L	C	S	2⅝	10 11/16	7	FP	No	Zen	V	D-R	D-R	45
46	World.........DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6-3x4¾	201.5	21.6	63-2900	L	G	C	2⅜	7	4	CC	No	Zen	V	A-L	A-L	46
	1¼ Ton																									
47	Brockway.........75	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	V	A-L	A-L	47
48	Clinton..........20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	No	Zen	V	Spl	D-R	48
49	(X)GMT.........T-15	680	130	141	6500	2670	B 5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	49
50	Indiana 11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 3/16	3	CC	No	Str	G	A-L	A-L	50
51	Indiana...........11	....	129	165	8000	3500	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 3/16	3	CC	No	Str	G	A-L	A-L	51
52	Indiana...........74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	52
53	Kenworth.........70	1375	140	152	......	3450	P 30x5	P 30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	9 11/16	7	CC	No	Zen	M	D-R	D-R	53
54	LaFra.-Republic...C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 3/16	4	PC	No	Zen	V	A-L	A-L	54
55	Moreland........Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	S	2⅛	9⅝	7	PC	No	Zen	V	A-L	A-L	55
	1½ Ton																									
56	Acme.............3X	....	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6-3⅜x4⅝	248.3	22.3	66-3200	L	C	C	2⅜	10	7	PC	No	Str	M	A-L	A-L	56
57	Atterbury..........K	....	145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6-3x4¾	201.4	21.6	64-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	D-R	D-R	57
58	Autocar............A	3200	150	192	12000	5400	P 34x7	P 34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	58
59	Brockway.........80	....	137	162	8000	3900	B6.00/20	DB6.00/20	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	59
60	Brockway.........90	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	M	A-L	A-L	60
61	(Y) Chevrolet..Utility	625	131	...	......	2375	P 30x5	DP 30x5	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	2 3/16 r	5 11/16	3	PG	No	Car	P	D-R	D-R	61
62	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	....	....	3	PG	No	Car	M	D-R	D-R	62
63	Clinton...........32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	..	2⅛	7 11/16	3	PC	No	Zen	V	Spl	D-R	63
64	Commerce 40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	64
65	Commerce.......S 11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	65
66	Condor........CBV4	885	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	66
67	Condor........CBV6	985	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	67
68	(Z)Corbitt.......7B6	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	8 11/16	7	FP	No	Zen	V	D-R	D-R	68
69	(Z)Corbitt.......8B4	....	134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.4	24.0	49-2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	D-R	D-R	69
70	(Z)Corbitt.......8B6	....	136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	70
71	Day Elder 1½, 2T 85	1395	135	168	8500	3850	B 6.00/20	DB6.50/20	Con 16-C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	M	D-R	D-R	71
72	Diamond T 216, 1-1½	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3⅜x4¼	228.0	27.3	56-2400	L	G	C	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	72
73	Dodge Bros....UF-30	595	136	136	8225	2581	B 6.00/20	P 32x6	Own	4-3⅝x4¾	196.0	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D.R	73
74	Dodge Bros......F-30	695	136	136	8275	2631	B 6.00/20	P 32x6	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	S	2¼	6¼	4	FP	No	Car	M	D-R	D-R	74
75	Dodge Bros.....UF31	670	165	165	8225	2757	B6.00/20	P 32x6	Own	4-3⅝x4¾	196.0	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D-R	75
76	Dodge Bros.......F31	770	165	165	8275	2807	B 6.00/20	P 32x6	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	S	2¼	6¼	4	FP	No	Car	M	D-R	D-R	76
77	Dodge Bros......F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	FP	Ha	Zen	M	D-R	D-R	77
78	Dodge Bros......F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2⅜	10 11/16	7	FP	Ha	Zen	M	D-R	D.R	78
79	Douglas BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	Bu	Zen	V	R.Bo	I	79
80	Douglas..........B4	2050	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	Bu	Zen	E	L-N	L-N	80
81	Douglas..........B6	2150	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8	4	PC	Bu	Zen	E	L-N	L-N	81
82	Duplex...........GF	2800	143	...	8300	4700	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	82
83	Duplex...........GS	2950	143	...	8500	4800	P 32x6	P 34x7	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2 11/16	8 11/16	4	FP	No	Zen	V	A-L	A-L	83
84	Fageol..........101	900	143	167	......	3700	B 7.00/20	B 7.00/20	Wau XAK	4-3¾x4¾	210	22.5	40-2150	L	G	A	2¼	6 3/16	3	FP	No	Zen	M	D-R	D-R	84
85	Fageol..........106	1400	161	173	......	3975	B 7.00/20	B 7.00/20	Wau TS	6-3⅛x4¾	219.0	23.4	58-2500	L	G	A	2⅜	7⅝	4	PC	No	Zen	M	D-R	D-R	85
86	Federal D2	795	131	163	8500	3225	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	86
87	Federal E2	895	132	168	8500	3275	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215.0	27.3	60-2600	L	C	A	2⅛	9 11/16	7	PC	Mo	Zen	M	D-R	D-R	87
88	Fisher-Std. 10-AX,1½-2	....	136	165	8800	3220	P 30x5	P 32x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/16	7	FP	No	Zen	M	A-L	A-L	88
89	Fisher-Std. 15-A	....	144	...	8000	3250	P 30x5	P 32x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/16	7	FP	No	Zen	M	A-L	A-L	89
90	Fisher-Std........16A	....	156	...	8800	3700	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 3/16	7	FP	No	Zen	M	A-L	A-L	90
91	F.W.D..... .....H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50-2000	H	G	C	2 3/16 r	8	3	PC	No	Zen	V	A-L	A-L	91
92	Ford.............AA	495	131	157	......	2723	B6.00/20	P32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	92
93	Ford.............AA	525	157	...	......	2830	B6.00/20	P 32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	93
94	Garford...........40	2900	168	...	......	4700	P 34x5	DP34x5	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	94
95	Garford..........S 11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	95
96	(X)Gen.M.......T-15	680	130	141	6500	2670	B5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	96
97	(X)Gen.Mot.....T-18	595	131	...	7500	2780	P 30x5	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	97
98	(X)Gen. . Mot. T-19	745	130	164	8500	3115	B 5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	98
99	(X)Gen. ..Mot. T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	99
100	Gotfredson.....RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4-3¾x4½	199.0	22.5	55.5-2800	L	G	C	3	7¾	5	FP	No	Zen	M	D-R	D-R	100
101	Gotfreson.......RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6-3⅜x4	214.0	27.3	61.5-3000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	101
102	Gramm...BX4, 1½-2	895	131	210	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	102
103	Gramm...BX-6, 1½-2	995	131	210	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	74-3300	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	103
104	Hahn & Selden.....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	66-3000	L	G	A	2⅛	8 11/16	7	FP	No	Zen	V	A-L	A-L	104
105	Hahn...........317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	..	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	105
106	Indiana...........111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 3/16	3	CC	No	Str	G	A-L	A-L	106
107	Indiana............89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	107
108	International.....A-2	675	136	160	......	2935	B5.50/20	B6.00/20	Wau XAH	4-3⅝x4½	186	21	39-2400	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	108
109	International.....B-2	725	136	160	......	2959	B5.50/20	B6.00/20	Wau XAH	4-3⅝x4½	186	21	39-2400	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own' Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x⅛	C		28⅛		36x1¼	54x1¼	N	1
2	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	13.9	Own	O4IH	125	TX	War	5x1¼x⅛	C	53¼	26½	42½	35½x1¼	53½x1½	N	2
3	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	13.9	Own	O4IH	125	TX	War	5x1¼x⅛	C	53¼	26½	42½	35½x1¼	53½x1½	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.7	14.3	Own	....	....	....	War	....	....	....	....	....	....	....	....	4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	11.7	Own	O4IM	168	2I	Own	....	C	....	....	....	30½	39½	N	5
6	Lon	P.Own	Pontiac	U	3	No	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¼x⅛	C	....	....	44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	68¼	39	34	38x2	50¼x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P 2	Sal	S½	H	4.7	14.2	Clark	4IH	154	T	Ros	5½x2¼x⅛	C	....	....	....	36x2	54x2	N	8
9	MeC	P.Lon	W-G	U	3	No	Spi 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x⅛	C	....	....	43½	36x1¼	54x1¼	N	9
10	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x⅛	C	....	....	....	36x1¼	51x1¼	N	10
																							1500 Pounds			
11	Fed	P.	Own	U	3	No	2	Own	S½	H	5.63	21.1	Own	O4IH	189	TX	Han	6x2¾x⅛	C	66¼	31	37½	39x2	48x2½	N	11
12	Fed	P.	Own	U	3	No	2	Own	S½	H	5.11	19.2	Own	O4IH	189	TX	Han	6x2¾x⅛	C	66¼	31	37½	39x2	48x2½	N	12
13	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.9	15.5	Own	....	....	....	....	....	....	....	....	....	....	....	....	13
14	Lon	P.Lon	W-G T9	U	4	No	Spi 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	14
15	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	15
16	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	P	96	55	34	36x2¼	48x2½	..	16
																							1 Ton			
17	Fed	P.B&B	War T9	U	4	....	Spi 300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¾x3¾x¼	C	96	53½	34	38x2¼	50x2½	N	17
18	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N	18
19	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	19
20	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	20
21	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	21
22	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	344	4I	Ros	5⅞x3¾x⅛	C	106½	58½	34	40x2¼	54x2½	½	22
23	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x⅛	T	93	51½	34	42x2	50x2½	N	23
24	Fed	P.	Own	U	4	No	3	Own	S½	H	5.6	36.1	Own	O4IH	206	TX	Han	6–2¾x⅛	C	85⅞	50	37½	39x2	48x2½	N	24
25	Fed	P.	Own	U	4	No	3	Own	S½	H	5.1	33.4	Own	O4IH	206	TX	Han	6–2¾x⅛	C	85⅞	50	37½	39x2	48x2½	N	25
26	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x⅛	T	96	58¾	34	39¼x2	49x2½	½	26
27	Own	....	Own	U	4	....	U-P	Cla	S½	..	5.67	37.2	Own	L4IH	....	....	....	....	P	....	....	....	....	....	....	27
28	Lon	P. Lon	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH	....	TX	Ros	6⅛x2¾x¼	C	88	54½	32	40x2	54x2½	N	28
29	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	29
30	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	30
31	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	31
32	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	32
33	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 R	BF	R	....	....	Tim 11703 H	L4IH	....	TX	Ros	5x2¼x⅛	C	86	....	34	41x2¼	50x2¼	N	33
34	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N	34
35	Per	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710- H	L4IH	378	TX	Han	5⅞x2x⅛	C	96	54	31⅛	38x2	52½x2½	N	35
36	G&O	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5⅞x2x⅛	C	108	66	31⅛	38x2	52½x2½	N	36
37	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	..	106¾	63	34	36x2¼	48x2½	N	37
38	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	..	5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	..	103½	63	34	36x2¼	48x2½	N	38
39	MeC	P.B&B	War	U	3	No	Spi	Adams	S½	H	.83	15.6	Adams	S4IM	178	4I	War	5¾x2x⅛	C	52¾	26	41⅛	36x1¼	55x2	N	39
40	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	....	....	....	....	6x2½x⅛	..	103½	63	34	36x2¼	48x2½	N	40
41	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2½x⅛	C	96	57	34	38x2¼	50x2½	N	41
42	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	....	TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2½	N	42
43	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	....	TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2½	N	43
44	Own	P.Own	Own TBC	A	4	No	Spi 2	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3⅛x¼	C	97⅜	57¾	34½	41½x2	53¼x2¼	N	44
45	Own	P.Own	Own 5B	U	3	No	M.M2	Own 4C	S½	H	4.73	17.8	Own 4D	L4IH	276	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2¼	50x2½	N	45
46	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¾x2½x⅛	T	126	70	34	38x2½	54x2½	N	46
																							1¼Ton			
47	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	47
48	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N	48
49	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	49
50	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x⅛	C	52⅛	44½	34	40¼x2½	38¼x2½	N	50
51	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3⅛x⅛	C	99	54⅛	34	40x2¼	54x2½	N	51
52	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N	52
53	Per	P.B-L	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	N	53
54	Per	P.B&B	FulWO-BB	U	4	No	Spi 3	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	N	54
55	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	413	TI	Ros	5½x1⅛x⅛	C	101⅛	56	....	38..2¼	48x2½	N	55
																							1½Ton			
56	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	56
57	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B	..	6.50	39.7	Tim 11710H	L4IH	437	....	Ros	5¾x3¾x¼	..	118	66½	34	38x2¼	50x2½	N	57
58	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	21M	Ros	6⅞x3x⅛	C	115¼	63⅝	34	40x2½	54x3	N	58
59	G&O	P.B&B	.....	U	4	No	Spi	Tim	SF	H	5.66	36.2	Col	CB4IM	....	TX	Ros	5⅝x2½x¼	C	95	55	34	37x2¼	52x2½	½	59
60	G&O	P.B&B	.....	U	4	No	Spi 3	Tim	SF	H	5.83	37.4	Col	B4IM	....	CD	Ros	5⅝x2½x¼	C	113	67	34	37x2¼	52x2½	½	60
61	Har	P.Own	Own	U	4	....	Own	Own	S½	..	4.88	30.0	Own	....	....	....	Own	....	....	86⅝	51⅛	....	....	....	....	61
62	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2⅝x7⅛	C	112⅛	77¼	37	36x1¼	45x2½	N	62
63	Per	D.B-L	L-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N	63
64	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	64
65	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	65
66	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	66
67	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	67
68	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5⅝x2½x¼	T	Opt	Opt	34	38x2½	50x2½	N	68
69	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	53	34	38x2¼	50x2½	N	69
70	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	55	34	38x2¼	50x2½	N	70
71	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 53200H	BF	H	6.60	42.3	Tim 30000H	L4IH	380	TX	Ros	5⅞x3¾x⅛	C	105	57	34	40x2¼	54x2½	½	71
72	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x⅛	T	93	51½	34	42x2	50x2½	N	72
73	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2⅝x⅛	C	88⅜	52½	37⅛	39x2	48x2½	N	73
74	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2⅝x⅛	C	88⅜	52½	37⅛	39x2	48x2½	N	74
75	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2¾x⅛	C	141⅛	81½	37½	39x2	48x2½	½	75
76	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2¾x⅛	C	141⅛	81½	37½	39x2	48x2½	½	76
77	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	37.1	Own	O4IH	311	TX	Han	7⅛x2⅞x¼	C	119⅛	62¾	34	40x2½	56x3	N	77
78	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	37.1	Own	O4IH	311	TX	Han	7⅛x2⅞x¼	C	136⅛	87¾	34	40x2½	56x3	N	78
79	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½	79
80	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	80
81	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	81
82	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	....	2I	Ros	5x3x¼	C	....	....	....	39x2½	50x2½	N	82
83	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	....	2I	Ros	5x3x¼	C	....	....	....	39x2½	50x2½	N	83
84	Per	P. Lon	W-G T9	U	4	No	Spi	Tim 53600H	BF	H	5.14	32.9	Tim 30010H	L4IH	257	TX	Ro.	5x3x⅛	C	120	65¾	34	32¼x2	50x2½	N	84
85	Per	P. Lon	W-G T9	U	4	No	Spi 3	Tim 52200H	B½	H	5.83	37.3	Tim 11706H	L4IH	282	TX	Ros	5x3x⅛	C	132	84	34	38x2¼	50x2½	½	85
86	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	86
87	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 374	SF	H	5.67	36.3	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	87
88	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH	....	TX	Ros	6⅛x2¾x¼	C	108	60½	32	40x2	54x2½	N	88
89	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	89
90	Lon	B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	90
91	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5⅛x2¼x⅛	C	112	81	36	42¾x2½	52¾x2½	½	91
92	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x⅛	C	81½	51¾	38⅛	30½x2¼	36x2¼	N	92
93	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x⅛	C	81½	51¾	38⅛	30½x2¼	36x2¼	N	93
94	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	94
95	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	95
96	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	96
97	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2¼x⅛	P	86⅛	51¾	37	36x1¼	45x2½	N	97
98	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	98
99	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	99
100	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	100
101	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	N	101
102	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	102
103	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	103
104	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5½x2¾x⅛	C	110	....	34	41x2¼	50x2½	N	104
105	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	C	110	66	34	41x2¼	30x2½	..	105
106	MeC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5¼x3¼x⅛	C	99	54	34	40x2¼	54x2½	N	106
107	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5¾x2½x¼	C	114	68	34	37x2¼	52x2½	N	107
108	Mod	P.M.M.	War T-9	U	4	No	MM 4	Own 702	SF	H	6.16	39 5	Own 101	BE4IM	212	TX	Ros	5⅞x2¾x⅛	T	93⅜	53⅜	32½	40x2	46x2½	N	108
109	Mod	P.M.M.	M.M. "O"	U	3	No	MM 4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5⅞x2¾x⅛	T	93⅜	53⅜	32½	40x2	46x2½	N	109

Line Number	Make, Model and Capacity	General					Tire Size		Engine													Fuel System		Electrical System		Line Number
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
	1½ Ton—Cont'd																									
1	International....AL-3	1450	138	164	.....	4032	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224	25.3	54-2700	L	G	C	2⅜	8 3/16	4	PC	No	Zen	V	D-R	D-R	1
2	Kenworth.........85	1550	140	152	.....	3700	P 30x5	DP30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	9 11/16	7	CC	No	Zen	M	D-R	D-R	2
3	Kleiber.........80	....	140	152	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	C	2⅛	8 11/16	7	FP	No	Str	V	D-R	D-R	3
4	LaFrance-RepublicC-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 3/16	4	PC	No	Zen	V	A-L	A-L	4
5	Lange.........R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13½	7	PC	No	Zen	M	A-L	A-L	5
6	Larrabee.........25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	G	D-R	D-R	6
7	LeMoon........HB10	1500	140	152	10000	3300	B 6.50/20	B 6.5020	Con 16C	6-3⅜x4⅝	248.0	27.3	65-2800	L	C	C	2⅜	10 3/32	7	PC	No	Str	G	D-R	D-R	7
8	Maccar.........36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3⅜x4½	241.6	27.3	57-2400	L	G	C	2⅜	7½	4	PC	Bu	Str	V	D-R	D-R	8
9	Maccar.........36A	1900	155	171	10100	4800	P 32x6	DP32x6	Bud H-298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	9
10	Mack.........BL	2500	138	148	.....	.....	B 6.00/20	DB6.00/20	Own BL	6-3¼x5	248.9	25.4	58-2600	L	G	C	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	10
11	Netco.........A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	11
12	Relay.........40	2990	168	...	.....	5300	P 34x5	DP34x5	Bud DS 6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	12
13	Relay.........40CA	3040	168	...	.....	5550	P 34x5	DP34x5	Bud DW6	6-3¾x5	331	33.7	64-2100	L	..	..	....	....	..	PC	No	Zen	V	A-L	A-L	13
14	Relay.........S 11	1900	162	...	.....	4500	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	14
15	Reo.........1A, 1C	625	136	160	8000	.....	B 6.00/20	P 32x6	Own	4-3 11/16x4½	205.0	23.3	51-2500	L	G	B	3	8 3/16	5	FP	....	Zen	M	D-R	D-R	15
16	Reo.........1B, 1D	725	136	160	8000	.....	B 6.00/20	P 32x6	Own	6-3⅜x4	214.7	27.3	61-3000	L	G	B	2½	10 1/16	7	FP	....	Zen	M	D-R	D-R	16
17	Reo.....DFX Tonner	1095	135	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3⅜x5	268.3	27.3	85-3200	L	C	A	2 3/16	12	7	CC	No	Sch	V	D-R	D-R	17
18	Reo.....DFX Tonner	895	135	135	9000	3200	B 6.00/20	P 32x6	Own	6-3⅜x5	268.3	27.3	85-3200	L	C	A	2 3/16	12	7	CC	No	Sch	V	D-R	D-R	18
19	Rugby......... 6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 7/16	4	PC	No	Str	M	A-L	A-L	19
20	Rugby.........616	920	154	...	7150	3110	B 5.50/20.	B 5.50/20	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 7/16	4	PC	No	Str	M	A-L	A-L	20
21	Schacht..10H, 1½-2½	....	156	195	.....	4450	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	21
22	Selden.........317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	22
23	Service.........40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DS 6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	23
24	Service.........S11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	24
25	Sterling.........FB30	....	142	162	.....	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	25
26	Sterling.FB35-1½, 1¾	....	142	162	.....	3050	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	26
27	Stewart.........40	895	130	160	.....	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	27
28	Stewart.........40X	995	130	160	.....	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60-2800	L	G	C	2⅛	7¼	4	PC	No	Str	V	D-R	D-R	28
29	Stewart.........34X	1195	145	176	.....	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	....	Zen	V	No	D-R	29
30	Studebaker......S-20	695	130	160	.....	2840	B 6.00/20	P 32x6	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	....	Str	M	D-R	D-R	30
31	White.........61	2450	148	196	10500	4789	P 30x5	DP30x5	Own 4A	6-3¾x4½	299.0	33.7	66-2100	L	C	S	2⅝	10 11/16	7	FP	Ha	Zen	V	D-R	D-R	31
32	Wichita.........6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	32
33	Willys Six.......C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/32	4	CC	No	Til	M	A-L	A-L	33
34	Willys Six.......C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/32	4	CC	No	Til	M	A-L	A-L	34
35	Witt-Will.......S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50-2200	L	C	C	2¼	8⅜	3	PC	No	Zen	V	D-R	D-R	35
36	Witt-Will.......C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.2	27.3	66-3200	L	C	C	2⅜	10 3/16	7	FC	No	Zen	M	D-R	D-R	36
37	Woods.........32	1995	160	Op	.....	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3½x4½	260	29.4	60-2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	37
38	World.........DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	38
	1¾ Ton																									
39	Condor.........CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 3/16	4	PC	No	Zen	V	A-L	A-L	39
40	Federal.........F7	1525	132	152	10000	3765	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.0	27.3	64-2500	L	C	C	2⅜	10 3/16	7	PC	KP	Zen	M	D-R	D-R	40
41	Gramm.........B	....	140	196	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 3/16	4	PC	No	Zen	V	A-L	A-L	41
	2 Ton																									
42	Acme.........4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 3/16	7	PC	Ha	Str	M	A-L	A-L	42
43	Amer. LaF. Chief 9R	3650	180	Op	12000	6000	P 32x6	DP32x6	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	43
44	Atterbury.........G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	A-L	A-L	44
45	Atterbury.........45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.6	85-3000	L	G	C	2⅝	....	4	CC	....	Zen	M	A-L	A-L	45
46	Autocar.........A	3200	150	192	12000	5400	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	46
47	Autocar.........D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	47
48	Available.........F12	....	...	Op	1000	3850	P 6.50/20	96.50/20	Wau 62K	6-3⅜x4⅛	222	27.3	62-3000	L	G	C	2⅜	8 3/16	4	PC	No	Sch	M	D-R	D-R	48
49	Available.........T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	66-2600	L	C	C	2⅜	10 3/16	7	PC	Ha	Sch	M	D-R	D-R	49
50	Brockway.........92	....	149	168	9200	4250	P 32x6	DP32x6	Con	6-3⅜x4⅝	248.0	27.3	65-2700	L	C	C	2⅜	10 3/32	7	CC	No	Zen	M	A-L	A-L	50
51	Brockway.........120	....	156	170	12000	5400	P 32x6	DF32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	No	Zen	M	A-L	A-L	51
52	Chicago.......1-20-A	....	146	206	.....	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2500	L	G	A	2⅜	9½	3	FP	No	Str	M	A-L	A-L	52
53	Clinton.........45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KTU	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛ r	9 1/16	3	PC	No	Zen	V	Spl	D-R	53
54	Commerce.........40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	54
55	Commerce.........S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	55
56	Concord.........GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	56
57	Condor.........CCV4	1085	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4⅛x4¼	227.0	27.2	55-2600	L	G	C	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	57
58	Condor.........CCV6	1230	131	180	12000	4150	B 6.50/20	DB6 50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	58
59	Condor.........CC	1760	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	59
60	Corbitt.........9B6	....	152	183	11900	4200	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	V	D-R	D-R	60
61	Corbitt.........10B6	....	169	169	10100	3950	B 6.50/20	DB6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	....	Zen	M	D-R	D-R	61
62	Day-Elder.........110	1825	156	186	11000	4800	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	M	D-R	D-R	62
63	Diamond T.316	1095	155	167	11500	4400	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4½	263	31.5	65-2400	L	G	A	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	63
64	Diamond T.303-2-2½ T	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	64
65	Diam'dT.303FB,2-2½	2175	199	...	13500	6100	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13¼	..	PC	Ha	Zen	M	L-N	L-N	65
66	Dodge Bros......F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	66
67	Dodge Bros......F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	67
68	Douglas.........CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	V	R-Bo	1	68
69	Douglas.........C4	3275	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	E	L-N	L-N	69
70	Douglas.........C6	3425	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	70
71	Duplex.........S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61-2100	L	G	C	2⅞ r	9	4	FP	No	Str	V	A-L	A-L	71
72	Fageol.........135	1900	161	177	.....	5150	P 30x5	DP30x5	Wau TL	6-3⅜x4¾	255	27.3	68-2500	L	G	A	2⅜ r	7⅝	4	FP	No	Zen	M	D-R	D-R	72
73	Federal.........A6	1855	151	176	13500	4580	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 3/16	7	PC	KP	Zen	V	D-R	D-R	73
74	Fisher-Standard...20A	....	156	162	10000	3850	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 3/16	7	FP	No	Zen	M	A-L	A-L	74
75	F.W.D.........BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	75
76	F.W.D.........H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Eis	N-E	76
77	Garford.........40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	77
78	Garford.........S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	78
79	(X)Gen.M..T-18,1½-2	665	157	...	8200	3050	P 30x5	DP 30x5	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	79
80	(X)Gen. M. T19.....	865	130	164	10000	3410	B 6.50/20	DB 6.50/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	80
81	(X)Gen. M. T25.....	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	81
82	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 6.50/20	B 8.25/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	82
83	(X)Gen. M. T30.....	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	83
84	Gotfreson.........RB46	....	...	...	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9⅞	7	FP	Ha	Zen	M	D-R	D-R	84
85	Gramm......CX4, 2-	1095	131	210	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4⅛x4¼	227.0	27.2	55-2600	L	G	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	85
86	Gramm......CX6, 2-	1295	131	210	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	86
87	Gramm.........C, 2-	....	160	224	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	87
88	Gramm.........	1595	157	174	.....	3400	P 30x5	P32x6	Knight	6-2 15/16x4⅜	177.9	....	48-2600	S	C	C	2¼	11 15/16	7	CC	Ha	Til	V	A-L	A-L	88
89	G-P 45-6, 2-3 Ton....	2320	157	161	9500	4300	B7.50/20	DB7.50/20	Lyc	6-3⅜x4½	241.6	27.3	70-2800	L	G	C	2⅜	8 3/16	4	PC	No	Str	M	A-L	A-L	89
90	G-P 45-8, 2-3 Ton....	2320	142	161	9500	4400	B7.50/20	DB7.50/20	GU	8-3x4¾	268.0	28.8	90-3300	L	G	A	2⅜	8 11/16	5	PC	No	Str	M	A-L	A-L	90
91	Hahn & Selden 37	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	91
92	Hug.........22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	57-2200	L	G	C	2⅜	8 11/16	4	PC	Bu	Zen	V	A-L	D-R	92
93	Hug.........23	....	166	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	93
94	Hug.........60	....	118	...	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1850	L	G	C	2⅛	7 11/16	3	PC	No	Zen	V	Eis	D-R	94
95	Indiana.........120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	No	Str	M	A-L	A-L	95
96	Indiana.......111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	Eis	Non	96
97	International.....A-4	1860	145	185	.....	5221	P 32x6	DP32x6	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 3/32	7	PC	Ha	Zen	V	D-R	D-R	97
98	Kenworth.........100	1995	164	182	.....	4200	P 30x5	DP30x5	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	FC	No	Zen	M	D-R	D-R	98
99	Kleiber.........100	....	158	170	10000	4400	B 7.00/20	DB7.00/20	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	99
100	LaFra.-Republic ..D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 3/16	4	PC	No	Zen	V	A-L	A-L	100
101	Lange.........L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13½	7	PC	Pe	Str	M	A-L	A-L	101
102	Larrabee.........35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	G	D-R	D-R	102
103	LeMoon.........HB18	2000	163	190	12000	3900	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248	27.3	65-2800	L	C	C	2⅜	10 3/32	7	PC	No	Str	G	D-R	D-R	103
104	Maccar.........40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	104
105	Mack.........BG	3000	138	192	.....	.....	P 32x6	DP32x6	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	105
106	Moreland.......RR-7	2025	148	...	9300	4000	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	70-1300	L	..	C	2⅜	10 3/16	7	PC	No	Zen	M	A-L	A-L	106
107	Netco.........B	3000	155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	107
108	Noble.........146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8 11/16	4	FP	Bu	Str	V	A-L	A-L	108
109	Omort.........200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	109
110	Pierce-Arrow......PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¾x4½	298	33.7	70-2600	L	G	C	2⅝	13¼	7	FP	Han	Zen	M	D-R	D-R	110
111	Relay.........40	3240	168	185	.....	5500	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	111
112	Relay.........40CB	3290	168	...	.....	5750	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L	..	..	....	....	..	PC	No	Zen	V	A-L	A-L	112
113	Relay.........S11	2030	162	...	.....	4700	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	113
114	Relay 50	3860	161	...	13600	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	114
115	Reo.........FAX	1295	137	156	11000	3525	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 3/16	12	7	CC	No	Sch	V	D-R	D-R	115

Line Number	Radiator Make	Clutch Type and Make	Gearset Make and Model	Gearset Location	Gearset No. of Forward Speeds	Gearset Aux. Locat. and Speeds	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Rear Axle Drive and Torque	Rear Axle Gear Ratios Reduc. in High	Rear Axle Gear Ratios Reduc. in Low	Front Axle Make and Model	Brakes Service	Brakes Area Service Brakes	Brakes Hand	Steering Gear Make	Frame Dim. Side Rail	Frame Type	Body Mounting Data Cab to Rear of Frame	Body Mounting Data Cab to Rear Axle	Body Mounting Data Width of Frame	Springs Front	Springs Rear	Springs Auxiliary Type	Line Number
																							1½ Ton —Cont'd			
1	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98⅛	55⅝	32	40x2¼	52x2½	¼	1
2	Per	P.B-L	B-L 214	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34⅛	40x2¼	52x3	¼	2
3	Mod	D.B-L	B-L 214	U	4	No	Spi 4	Tim 53200H	BF	H	5.8	34.0	Tim 30000H	L4IH	308	TX	Ros	5½x3¼x¼	C	101	Opt	34	38x2¼	52x2½	¼	3
4	Per	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	½	4
5	Per	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x⅞	P	84	56	33	38x2¼	50x2½	N	5
6	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52300H	BF	H	5.83	37.4	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	..	6
7	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF	..	6.85	31.7	Tim 11703H	L4IH	136	TX	Ros	6x3x⅞	C	96	58	34	37½x2¼	49¼x2½	N	7
8	Per	D B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	315	TX	Ros	6⅛x3⅜x¼	C	117¾	74½	32	42.2½	54x2½	½	8
9	Per	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703H	L4IH	315	TX	Ros	6⅛x3⅜x¼	C	117¾	74½	32	42x2½	54x2½	½	9
10	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅛	T	109	64⅛	33⅛	40½x2½	52¼x2½	½	10
11	Mod	P.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	T	108	72	34	40x2½	50x3	N	11
12	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3	..	12
13	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	13
14	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30 0	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	14
15	Per	P.Lon	Cla	U	4	....	Cle	Cla B-373	SF	H	5.6	36.9	Own	L4IH	230	X	Ros	7x2¾x⅞	C	126⅛	60⅛	34	40x2	50x2½	..	15
16	Per	P.Lon	Cla	U	4	....	Cle	Cla B-373	SF	H	5.1	33.7	Own	L4IH	230	X	Ros	7x2¾x⅞	C	126⅛	60⅛	34	40x2	50x2½	..	16
17	Own	dp.Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	289	TX	Ros	6⅛x3¼x⅞	C	97⅛	52⅛	40⅛	38x2	50x2½	N	17
18	Own	dp.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	289	TX	Ros	6⅛x3¼x⅞	C	97⅛	52⅛	40⅛	38x2	50x2½	N	18
19	McC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x⅞	C	91¼	37½	34	36¾x2	50x2½	½	19
20	McC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	6.62	....	Sal	S4IM	275	TX	War	6x2¼x⅞	C	109¼	72¾	34	36¾x2	50x2½	..	20
21	You	P.B&B	Ful Wo	U	4	No	Spi	Tim 53200H	BF	H	5.83	31.2	Tim 30000H	L4IH	380	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	21
22	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	22
23	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	23
24	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	24
25	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2⅝x⅞	C	96	57	34	38x2¼	50x2½	N	25
26	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	H	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x⅞	C	96	57	34	38x2¼	50x2½	N	26
27	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x⅞	C	77⅛	40½	32	38½x2¼	50x2½	..	27
28	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x⅞	C	77⅛	40½	32	38½x2¼	50x2½	..	28
29	Own	P.B&B	War	U	4	No	Spi 3	Cla	SF	H	5.6	22.0	....	B4IM	....	TX	Ros	7½x2¼x⅞	C	194¾	48⅝	32	38½x2¼	50x2½	N	29
30	McC	Lon	War T-9	U	4	....	Spi	Clark B-373	SF	H	5.66	35.8	Clark 208B	B4IM	224	....	....	6x2¾x⅞	C	85¼	50¼	34	36x1¾	45x2½	..	30
31	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	CX	Han	6¾x3⅛x¼	C	115⅞	68¼	34½	41x2½	54x3	N	31
32	You	D.Ful	Ful MLU	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA¹⁰	O2IM	329	RI	Ros	5½x2¼x⅞	C	130¾	78¾	30	40x2¼	50x3	½	32
33	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	6x2¾x⅞	C	86¾	51½	37	36x1¾	45x2½	N	33
34	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	7⅛x2¾x⅞	C	121⅛	77½	37	36x1¾	45x2½	N	34
35	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4IH	....	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3	½	35
36	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	31 2	Tim 30000H	L4IH	....	TX	Ros	6x2½x¼	C	.....	79½	32	41x2¼	54x3	½	36
37	Chi	D.B-L	B-L	U	4	No	Blo 2	Tim	SF	H	Opt	Opt	Tim	L4IH	380	TX	Ros	6-3½x¼	C	Opt	Opt	34	40x2¼	49x2½	½	37
38	Per	dp.Lon	WG T9	U	4	No	Spi 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2¾x⅞	T	126	70	34	38x2½	54x2½	½	38
																								1¾ Ton		
39	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	39
40	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x⅞	C	95	51	34	38x2¼	50x2½	N	40
41	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	452	FD	Ros	6x2½x¾	C	94	60⅜	34	40x2½	50x2½	½	41
																								2 Ton		
42	Per	..B-L	B-L 314	U	4	....	Spi	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3½x¼	P	144	92	34	38x2½	54x2½	½	42
43	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	....	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	43
44	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5¾x3¾x¼	..	142	81½	34	38x2½	50x7½	..	44
45	Per	P.B&B	Cov W4C	U	4	....	Spi 400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3	..	45
46	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	6.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x⅞	C	115¼	63⅝	34	40x2¼	54x3	N	46
47	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x⅞	C	115¼	63⅝	34	40x2¼	54x3	½	47
48	You	P.Jon	W-GT9	U	4	No	Spi 3	Tim 53200 H	BF	H	6.2	40.1	Tim 30000 H	L4IH	937	TX	Ro	6x2¼x⅞	C	Opt	Opt	31¾	38x2¼	48x2½	½	48
49	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.5	Shu 5429	L4IH	294	TX	Ros	6x2¼x⅞	P	Opt	Opt	31¾	38x2¼	50x3	½	49
50	G&O	P.B&B	.....	U	4	....	Spi	Tim	SF	R	5.83	37.4	Col	CB4IM	....	CD	Ros	5½x2½x¼	C	113	67	34	37x2½	52x2½	½	50
51	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	38.5	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	51
52	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 56200H	BF	R	6.2	39.7	Tim 31000H	L4IH	338	TX	Ros	7x4x¼	T	.....	.....	33½	41½x2½	54x3	..	52
53	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x⅞	T	Opt	Opt	33¼	40¼	51½x3	N	53
54	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	54
55	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	55
56	Own	D.B-L	B-L 35	U	4	No	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	306	TD	Ros	6x3x¼	C	Opt	85	32½	36x2½	46x2½	½	56
57	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	42x2¼	45x2½	½	57
58	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	58
59	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	59
60	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 31000H	L4IH	452	TX	Ros	7x3½x¼	T	Opt	Opt	34	38x2¼	54x3	½	60
61	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x¼	P	96	53	34	38x2¼	50x2½	N	61
62	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 31000H	L4IH	452	TX	Ros	7x3¾x¼	C	135	78½	33½	40x2¼	54x3	½	62
63	G&O	P.B&B	W-G	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IH	350	TX	Ros	7x3x⅞	T	126	72	34	42x2½	53x2½	½	63
64	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73⅜	34	45¼x2½	53x2½	½	64
65	G&O	P.B&B	Cov	U	4	No	Spi	Cla B613	SF	H	Opt	Opt	Cla F308	LI4HV	350	TD	Ros	6½x3x¼	C	....	....	34	45¼x2½	53x2½	½	65
66	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43 7	Own	O4IH	350	CD	Jac	9⅛x3¼x⅞	C	124⅛	69¾	33⅛	42x3	56¼x3½	½	66
67	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	O4IH	350	CD	Jac	9⅛x3¼x⅞	C	144⅛	84¾	33⅛	42x3	56½x3½	½	67
68	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2¼	T	61	45	31	35x2¼	48¼x2½	½	68
69	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	69
70	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	70
71	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	....	2I	Ros	6x3½x¼	C	....	....	34	39x2¼	50x2½	N	71
72	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54004 H	BF	H	5.83	37.3	Tim 12703 H	L4IH	....	TX	Ros	5½x3x¼	C	144	83⅛	....	37x2½	56x3	N	72
73	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	½	73
74	Lon	B-L	B-L 214	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	74
75	Per	D B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	54.7	Own H	O4XM	252	2I	Ros	5⅞x2¼x⅞	C	120½	86½	36	42¾x2½	52¾x2½	½	75
76	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5⅞x2¾x⅞	C	115½	81½	36	42¾x2½	52¾x2½	½	76
77	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	77
78	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	78
79	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	7x2¾x⅞	C	112⅛	77¼	37	36x1¾	45x2½	N	79
80	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅞	P	87	48	34	38x2	50¼x2½	N	80
81	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x⅞	P	87	48	34	38x2	50¼x2½	N	81
82	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2½x¼	P	87	48	34	38x2	50¼x2½	½	82
83	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6¾x3x⅞	P	107	59	34½	38x2½	50x3	½	83
84	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	F	R	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3½x⅞	C	....	....	32½	40x2½	54x2½	½	84
85	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	85
86	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	86
87	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Col 4003	L4IH	452	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	87
88	Own	P.B&B	.....	U	4	No	Blo	....	....	H	....	....	....	M4CW	....	2I	Ros	6x2½x¼	C	126	73⅜	34	38x2¼	50x2½	½	88
89	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	T	....	....	....	40x2½	54x3	½	89
90	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	T	....	....	....	40x2½	54x3	½	90
91	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	....	....	Tim 12703 H	L4IH	....	TX	Ros	5¼x2¾x¼	C	120	....	34	41x2¼	50x2½	N	91
92	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla B510	S½	H	5.66	35.9	Cla 304 F304	L4IH	288	CD	Ros	8x3x⅛	C	Opt	Opt	31½	41x2½	54⅞x3	½	92
93	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54⅛x3	½	93
94	You	D.B-L	B-L 514	U	4	No	Blo 2	Wis 6600B	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x⅜	I	61½	52	....	38½x2	37¾x2½	¼	94
95	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	38.5	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	95
96	McC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.57	35.2	Shu	K2IM	270	TX	Ros	6⅛x3¼x¼	T	50½	43	34	40x2½	38¼x2½	N	96
97	Mod	P.Own	Own A-5	U	5	No	MM6	Own 901	S½	H	6.50	47.8	Own 251	BE4IM	378	2I	Ros	7x3¾x¼	T	104	61¼	34	42x3	54x3	¼	97
98	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54300 H	SF	H	5.83	37.4	Cla F 304	L4IH	337	TD	Ros	5½x3¾x¼	P	126	82	34½	40x2½	52x3	½	98
99	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	BF	H	6.16	38.7	Tim 31000H	L4IH	452	TX	Ros	7½x3x¼	T	126	76	34	38x2½	52x2½	½	99
100	Per	P.B&B	Ful KU	U	4	No	Spi-3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L4IH	448	TX	Hau	6x2¾x¼	C	109	60⅞	32½	38x2	57½x2½	½	100
101	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7.5	43.5	Shu 510	W2IM	678	CD	Ros	6x2½x¼	P	104	62	33	40x2½	56x3	½	101
102	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	½	102
103	Chi	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	H	6.8	43.6	Tim 31000H	L4IH	380	TX	Ros	6½x3¾x¼	C	128	81	34	37½x2¼	50x2½	N	103
104	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	38.7	Tim 14703H	L4IHV	365	FD	Ros	7x3x¼	P	114	72½	32	42x2½	54x2½	½	104
105	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x⅛	T	96	54½	33¼	42x2½	54x3	..	105
106	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	H	5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7⅛x2⅝x¼	C	132	78	34	40x2½	54x3	½	106
107	Mod	P.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3x¼	C	120	84	34	40x2½	50x3	..	107
108	Chi	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¼	C	128	88	34	40x2½	48x3	N	108
109	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W2IM	250	2I	Ros	6x3x¼	C	84	49	33¼	36x2½	54x3	N	109
110	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7½x4x⅞	C	123⅜	69⅜	34	38x2½	56x3	½	110
111	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	111
112	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	112
113	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	113
114	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	114
115	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3¼x⅞	C	97½	52⅛	40⅛	38x2¼	50x2½	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Reo.....FE	1395	152	156	11000	3700	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	1
2	Reo.....FFX	1395	156	156	11000	3750	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	2
3	Schacht.....10HA,2-3	....	156	195	......	4500	B 7.00/20	B 7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	3
4	Schacht.....20H,2-3	....	160	199	......	5100	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	No	Zen	G	A-L	A-L	4
5	Service.....40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	5
6	Service.....S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	6
7	Sterling.....FB45	....	159	182	......	4080	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.	28.0	66-3000	L	C	C	2⅜	9 3/16	7	CC	....	Zen	M	D-R	D-R	7
8	Sterling.FB55-2, 2½ T	....	159	182	......	4580	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.	28.0	66-3000	L	C	C	2⅜	9 3/16	7	CC	....	Zen	M	D-R	D-R	8
9	Stewart.....28X	1495	136	176	......	4058	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	No	Str	V	D-R	D-R	9
10	Stewart.....29XS	1695	145	176	......	4960	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278	31.5	85-3100	L	G	C	2⅛	9 3/16	4	FP	No	Str	G	D-R	D-R	10
11	Studebaker.....S-50	920	148	160	......	3710	B 6.50 20	DB6.50/20	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	Ha	Str	M	D-R	D-R	11
12	White.....56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45-1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	Els	......	12
13	White.....611	2450	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅝	10 11/16	7	FP	Ha	Zen	V	D-R	D-R	13
14	White 160-161 1 to 2T	....	138	157	......	......	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	14
15	White..162 1 to 2T	....	138	157	10000	4260	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	289.	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	15
16	Witt-Will.....C2B	2450	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10 5/16	7	PC	No	Zen	M	D-R	D-R	16
17	Witt-Will.....C2W	2550	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10 5/16	7	PC	No	Zen	M	D-R	D-R	17
18	Witt-Will.....R2B	....	158	...	12500	5820	B 6.50/20	DB6.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 13/16	7	FP	No	Zen	M	D-R	D-R	18
19	Witt-Will.....R2	....	158	...	13200	5800	B 6.50 20	DB32x6	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 13/16	7	FP	No	Zen	M	D-R	D-R	19
20	Woods.....41	2550	170	Op	......	5275	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	298	33.7	68-2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	20
21	World.....DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	21
22	World.....DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	22
	2½ Ton																									
23	Amer. LaF...Chief 9R	3900	180	Op	14000	6200	P 34x7	DP34x7	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	23
24	Atterbury.....50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	24
25	Autocar.....D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	25
26	Available.....T-23	....	Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298.0	33.8	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	26
27	Available.....T-27	....	Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298	33.8	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	27
28	Brockway.....140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Zen	M	A-L	A-L	28
29	Brockw'y..2½-3T.141	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Zen	M	A-L	A-L	29
30	Chicago.....1-24-A	....	160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358.0	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	30
31	Coleman.....C30	....	120	144	12800	7700	B 9.00/20	B 9.00/20	Bud DW6	6-3¾x5	331.0	27.3	73-2400	L	G	C	3	9⅞	7	FP	Bu	Zen	V	D-R	D-R	31
32	Commerce.....60	4580	175	192	......	7000	P 36x6	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	32
33	Commerce.....40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56.2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	33
34	Condor.....CD	1950	160	196	17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	34
35	Day Elder.....130	2225	157	199	6600	6600	B 7.50/20	DB7 50/20	Con 16R	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	FP	No	Zen	M	D-R	D-R	35
36	Diamond T.....303	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	36
37	Diamond T .551-2½-3	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	37
38	Douglas.....CD4	3855	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅜	10 3/16	3	PC	Bu	Zen	E	L-N	L-N	38
39	Douglas.....CD6	3955	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	39
40	Fageol.....250	2750	178	196	......	5750	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	381	40.8	82-2200	L	G	A	2⅝	12½	7	FP	No	Zen	V	D-R	D-R	40
41	Federal.....A6T	2185	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64- 500	L	C	C	2⅜	10 3/16	7	PC	KP	Zen	V	D-R	D-R	41
42	Federal.....A6TW	2360	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 3/16	7	PC	KP	Zen	V	D-R	D-R	42
43	Federal.....T3W	2130	148	185	14000	5110	P 32x6	P 36x8	Wau V	4-4x5	251	25.6	50-2000	L	G	C	2⅜	7½	3	PC	Wa	Zen	V	D-R	D-R	43
44	Federal.....T8WF	2285	148	185	15000	5400	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	A	2⅜	10 3/16	7	PC	KP	Zen	V	D-R	D-R	44
45	Fisher-Standard...25A	....	156	162	13200	4000	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 3/16	7	FP	No	Zen	M	A-L	A-L	45
46	F.W.D.....HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	46
47	Garford.....40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	47
48	Garford.....60	4580	175	192	......	7000	P 36x6	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	48
49	(X)Gen.Mot.....T-19	870	130	164	10000	3385	P 30x5	DP 30x5	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	CC	No	Mar	M	D-R	D-R	49
50	(X)Gen. Mot.....T-26	1415	130	164	11000	3880	B 6.50/20	DB6.50/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	50
51	(X)Gen.Mot.....T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	51
52	(X) Gen. Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	52
53	(X)Gen Mot.....T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	53
54	Gotfredson.....RB56	....	....	....	13800	5200	B8.25/20	DB8. 25/20	Bud K358	6-4x4¾	358.0	38.4	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	54
55	Gramm.....D,2½	....	160	224	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	55
56	Gramm	1995	164	224	......	3900	P 32x6	P 34x7	Knight	6-3⅜x4¾	255.0	27.3	70-2600	S	C	C	2½	12 1/16	7	CC	Ha	Til	V	A-L	A-L	56
57	Hahn & Selden.....39	....	164	...	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	57
58	Hendrickson.....St. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	58
59	Hug....61, 2½-3 Ton	....	....	....	......	......	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	80-2800	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	A-L	59
60	Hug.....85-2½-3T	....	114	114	16250	8250	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛ r	9 1/16	3	PC	Bu	Zen	V	Els	D-R	60
61	Hug.....85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛ r	9 1/16	3	PC	Bu	Zen	V	Els	D-R	61
62	Indiana.....140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	62
63	Indiana.....115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56-2000	L	G	C	2	9¾	3	CC	No	Str	G	Els	A-L	63
64	Indiana.....615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅜x5	268.3	27.3	65-2500	H	C	C	2½	7⅝	3	CC	KP	Str	G	Els	A-L	64
65	Indiana... 141,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	65
66	International.....W-1	3850	148	200	......	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R-Bo	D-R	66
67	Kenworth.....125	2650	157	183	......	5200	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	HA	Zen	M	D-R	D-R	67
68	Kleiber.....120	....	170	180	12000	5150	B 7.50/20	DB7.50/20	Bud	6-3¾x4½	298.2	33.8	86-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D R	D-R	68
69	LaFra.-Republic...E1	....	162	190	13000	......	P 32x6	DP 32x6	Bud H-260	6-3½x4½	259.9	29.4	69-2600	L	G	C	3	9⅞	7	PC	Ha	Zen	V	A-L	A-L	69
70	LaFra.-Republic...F3	....	174	198	13000	5500	P 34x7	DP34x7	Lyc A-S-D	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	70
71	Lange.....O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80-2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	71
72	Larrabee.....45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.1	38.4	70-2400	H	C	C	2½	13 3/16	7	FP	No	Zen	G	D-R	D-R	72
73	LeMoon.....HB22	2400	163	190	14000	4600	B 7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	4	PC	No	Str	G	A-L	A-L	73
74	Mack.....BF	3950	156	180	......	......	B 8.25/20	DB8.25/20	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	C	2⅝	10 11/16	7	FP	No	Str	V	N-E	N-E	74
75	Netco.....C	3500	148	200	14500	6000	B 8.25/20	B 8.25/20	Wau MK	6-4⅛x4¾	462.0	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	75
76	Omort.....250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	76
77	Omort.....25	....	130	130	16000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	77
78	Oshkosh.....L	4375	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339.0	38.4	70-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	L-N	78
79	Relay.....40CC	3325	168	....	......	5950	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L	....	....	....	....	....	PC	No	Zen	V	A-L	A-L	79
80	Relay.....40	3275	168	185	......	5700	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	80
81	Relay.....50	4000	161	....	......	7000	P 36x6	DP38x7	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	81
82	Relay.....60DA	4555	175	192	......	7350	P 36x6	DP36x6	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	82
83	Reo.....FCX	1645	152	...	13000	4025	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	83
84	Reo.....FDX	1745	168	...	13000	4075	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	84
85	Reo.....FHX	1595	142	...	13000	4165	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	85
86	Schacht...20HA,2½-4	....	160	199	......	5150	B 8.25/20	DB7.50/20	Her WXB	6-3¾x4½	298	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	86
87	Service.....40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	87
88	Service.....60	4580	175	192	......	7000	P 36x5	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	88
89	Sterling.....FB65	....	174	204	......	5455	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	89
90	Stewart.....18X	2690	165	220	......	5901	P 32x6	DP32x6	Lyc TS	6-3⅞x5	354	36.2	90-2750	L	G	C	2¾	10	4	FP	Pe	Str	V	D-R	D-R	90
91	Stewart.....32X	1990	165	2[illegible]0	......	5230	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278.0	31.5	80-2500	L	G	C	2⅝	9 3/16	4	PS	Ha	Str	P	D-R	D-R	91
92	Studebaker.....88	3295	184	...	......	4920	B7.50/20	DB 7.50/20	Own	8-3½x4⅜	337.0	39.2	115-3200	L	G	C	2⅝	9 11/16	5	PC	No	Str	M	D-R	D-R	92
93	Ward-La France25R13	....	Op	Op	13000	......	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77-2000	L	G	C	2⅝	12½	7	FP	Ha	Str	M	D-R	D-R	93
94	Ward-La France25B13	....	Op	Op	13000	......	B 7.50/20	DB7.50/20	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	M	D-R	D-R	94
95	White.....51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	.....	95
96	White..210-1, 1½-2½	....	148	196	......	......	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	96
97	White.212, 1½-2½T	....	148	196	......	......	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	97
98	White.....612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	299	33.7	61-2100	L	C	S	2⅝	10 11/16	7	FP	Ha	Zen	V	D-R	D-R	98
99	White.....620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	13 1/16	7	FP	On	Zen	M	D-R	D-R	99
100	Wichita.....6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	100
101	Witt-Will.....R2B	2900	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11 13/16	7	FP	No	Zen	M	D-R	D-R	101
102	Witt-Will.....R2	3000	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11 13/16	7	FP	No	Zen	M	D-R	D-R	102
103	World.....DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	103
	3 Ton																									
104	Acme.....6X	....	186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	38.4	82-2400	H	C	N	2¾	13 3/16	7	PC	Ha	Str	M	A-L	A-L	104
105	Armleder.....31	....	Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	B	2⅝	13¼	..	PC	Ha	Zen	V	D-R	D-R	105
106	Atterbury.....R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	B	2¾	12 1/16	7	PC	Ha	Zen	V	D-R	A-L	106
107	Atterbury.....60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	107
108	Atterbury.....65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.0	38.4	81-2500	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	108
109	Autocar.....H	4100	114	161	19000	6525	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾ r	....	2	SP	Bf	Str	G	A-Bo	L-N	109
110	Autocar 2½-3T...SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	R-Bo	L-N	110
111	Autocar 2½-3T..SCH	4300	157	203	19000	7060	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	111
112	Autocar.....N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	112
113	Available.....T-30	....	Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6-4x4¾	358.1	38.4	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	113
114	Available.....T-37	....	Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	380.9	40.8	87-2500	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	114
115	Brockway.2½-3T.141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Zen	M	A-L	A-L	115

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
2 Ton—Cont'd																										
1	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3 3/16x7/32	C	111 11/16	67 1/16	40⅝	38x2¼	50x2½	N	1
2	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3 3/16x7/32	C	123 11/16	71 1/16	40⅝	38x2¼	54x2½	N	2
3	You	P.B&B	Ful Wo	U	4	No	Spi	Tim 53200H	BF	H	5.83	31.2	Tim 30000H	L4IH	380	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	3
4	You	D.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.06	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	4
5	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	5
6	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x7/32	P	133½	83	34	36x2¼	48x2½	N	6
7	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	R	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x2½	½	7
8	Per	D.B-L	B-L 214	U	4	No	Spi	Tim	BF	R	5.83	36.3	Tim	L4IHV	282	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x3	½	8
9	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	S½	R	6.37	47.0	Tim	B4IM	...	TX	Ros	7½x2¾x7/32	C	114¾	63¾	32	38½x2¼	50x2½	½	9
10	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	6.37	44.4	Cla	B4IM	...	TX	Ros	7½x2¾x7/32	C	114¾	63¾	32	38x2¼	50x3	½	10
11	McC	Lon	War-T9	U	4	....	Cle	Tim54200-A1	SF	H	6.8	43.5	Tim	B4	276	....	Ros	7x2¾x7/32	..	106⅝	69 11/16	34	39x2	56x3	..	11
12	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119⅜	81⅜	36	41½x2½	47½x3	N	12
13	.....	P.Own	Own 5B	U	4	No	......	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	13
14	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x3/16	C	112	58¾	34⅝	39x2¼	50x2½	N	14
15	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x3/16	C	112	58¾	34⅝	39x2½	50x2½	N	15
16	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	6.16	36.4	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	16
17	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	7.4	41.0	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	17
18	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	18
19	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	19
20	Chi	D.B-L	B-L 314	U	4	No	Blo 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3½x¼	P	Opt	Opt	34	40x2¼	49x2½	½	20
21	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	21
22	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	22
2½ Ton																										
23	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	...	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	23
24	Per	P.B&B	Cov W4C	U	4	....	Spi	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	..	173	105	34	39x2½	56x3	..	24
25	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x3/16	C	115¼	63⅝	34	40x2½	54x3	½	25
26	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	360	TX	Ros	6x2½x⅝	P	Opt	Opt	32	38x2¼	50x3	½	26
27	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 64800H	WF	R	7.3	39.0	Shu 5572	L4IH	360	TX	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	27
28	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	28
29	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	29
30	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 33020H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54⅜x3	..	30
31	Per	D.Ful	Ful G U14	U	8	....	Spi	Wis	2F	..	8.05	154	Wis	L4IH	...	FD	Ros	10x2½x⅞	..	108	78	30	48x3	48x3	C	31
32	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	32
33	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	33
34	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	34
35	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 33000H	L4IH	578	TX	Ros	7x4x¼	C	124½	69	33½	40x2¼	56x3	½	35
36	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73¾	34	45¼x2½	53x2½	½	36
37	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81⅝	34	45¼x2½	56x3	½	37
38	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2⅛x¼	T	192	104	31	46x2½	54x3	½	38
39	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2⅛x¼	T	192	104	31	46x2½	54x3	½	39
40	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200 H	BF	H	6.16	37.3	Tim 33020 H	L4IH	355	TX	Ros	6 1/16x3x¼	C	167⅛	97⅛	34	41x2½	56x3	N	40
41	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	7.80	49.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	41
42	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	8.75	52.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	42
43	Lon	P.B&B	Own	A	4	No	P-S4	Tim 64603 H	W½	R	7.25	36.3	Own	L4IH	575	TI	Ros	6x3½x¼	C	119	71	34	38x2½	52x3	½	43
44	Lon	P.B&B	Own	A	4	No	P-S4	Tim65600 HP	WF	R	7.75	38.8	Own	L4IHV	659	RI	Ros	6x3½x¼	C	119	71	34	38x2½	52x3	½	44
45	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	86½	32	40x2	54x3	N	45
46	Per	D.B-L	B-L 60	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5 3/16x2¼x3/32	C	115	80	36	42¾x2½	52¾x2½	N	46
47	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	47
48	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	48
49	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x3/16	P	87	48	34	38x2	50¼x2½	N	49
50	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6⅛x2¼x¼	P	87	48	34	38x2	50¼x2½	½	50
51	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6 3/16x3x3/32	P	107	59	34 1/16	38x2½	50x3	½	51
52	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 3/16x3x3/32	P	107	59	34 1/16	38x2½	50x3	½	52
53	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 3/16x3x3/32	P	107	59	34 1/16	38x2½	50x3	½	53
54	McC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	C	.....	.....	32⅛	40x2½	54x3	½	54
55	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	578	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	55
56	Own	D.Jon	....	U	4	Blo	......	......	....	..	....	....	......	M4CW	...	2I	Ros	7x2½x¼	C	150	87¼	34	40x2¼	52x3	..	56
57	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	...	TD	Ros	7x3½x¼	C	120	.....	34	41x2¼	50x2½	N	57
58	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 58000H	BF	R	Opt	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x3/16	P	Opt	Opt	32½	40⅛x2¼	50½x3	N	58
59	You	..B-L	B-L 51-4	U	4	No	Blo 3	Wis 6600	2F	H	6.92	37.0	Shu 5550	W2IM	300	....	Ros	6x3 3/16x¼	I	.....	.....	.....	41⅞x2½	48½x3	..	59
60	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3 3/16x11/32	I	92	59½	34⅛	41⅞x2½	54⅞x3	¼	60
61	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3 3/16x11/32	I	92	59½	34⅛	41⅞x2½	54⅞x3	¼	61
62	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	62
63	Lon	P.B&B	B-L	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6 3/16x3¼x¼	C	87⅛	56¾	34	40x2½	50x3	N	63
64	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x3/16	C	138	83	34	40x2½	50x3	N	64
65	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	65
66	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41⅛x3	56x3½	¼	66
67	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 33000 H	L4IH	337	TD	Ros	8x2¼x¼	T	114	74¼	31½	40x2½	52x3	½	67
68	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	SF	H	6.17	33.4	Tim 31000H	L4IH	354	F	Ros	7½x3x¼	T	Opt	Opt	34	38x2½	52x3	½	68
69	Per	P.B&B	Ful	U	4	No	Spi 3	Tim 54200 H	SF	R	6.17	39	Tim 31000 H	L4IHV	578	TX	Han	7x3x¼	C	120	78¾	32	38x2	57½x2½	½	69
70	Per	D.Ful	FulMLU12	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 33020H	L4IHV	628	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	70
71	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2½x¼	P	106	65	33	40x2½	56x3	½	71
72	Per	D-B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x2½	½	72
73	Chi.	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	WF	R	6.4	41.2	Tim 33000H	L4IH	578	TX	Ros	6½x3¾	C	128	81	34	37½x2¼	50½x2½	N	73
74	Own	P.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7 3/16x3x3/32	T	132	.....	.....	44x2½	54x3	½	74
75	Mod	P.B-L	B-L 314	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	C	132	96	34	40x2½	50x3	½	75
76	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	21	Ros	6x3½x3/16	I	84	49	33¾	40x2½	54x3	..	76
77	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	...	TD	Ros	6x3½x3/16	I	84	53½	31	40x2½	54x3	..	77
78	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83⅞	34	44x2½	50x3	½	78
79	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	79
80	Lon	D.B-L	B-L 35	U	4	....	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	80
81	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	81
82	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	.....	7x3½x¼	P	156	97½	34	42x2½	54x3	..	82
83	McC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3 3/16x7/32	C	111 11/32	67 1/16	40⅝	38x2¼	50x2½	N	83
84	McC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6 3/16x3 11/32x¼	C	127 11/32	83 1/16	40 11/16	38x2¼	50x2½	N	84
85	McC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6 3/16x 11/32x¼	C	87 3/16	57 1/16	40 11/16	38x2¼	50x2½	N	85
86	You	D.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.02	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	86
87	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2½	50x3	..	87
88	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	88
89	Mod	D.Own	Own	U	4	No	Spi	Tim	BF	R	6.16	39.1	Tim	L4IHV	330	TX	Ross	10x3¼x¼	C	144	91	34	42x2½	54x3	½	89
90	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	...	TX	Ros	7½x2¾x¼	C	137 3/16	80¼	32	40x3	56x3	½	90
91	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	...	TX	Ros	7½x2¾x¼	C	113 3/16	80¼	32	38x2¼	50x3	½	91
92	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8 3/16x3x7/32	C	143⅝	91⅝	41⅛	38x2½	56⅜x3	N	92
93	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	93
94	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	94
95	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178⅞	84⅝	34	40½x2½	54⅜x3	N	95
96	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	96
97	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	97
98	.....	P.Own	Own 5B	U	4	No	......	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6⅝x3 3/16x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	98
99	.....	P Own	Own 4B	U	..	....	Spi 4	Own 14C	SF	R	6.38	41.8	Own 110	OL4IHV	349	CI	Ros	7 11/16x2 11/16x7/32	C	107½	67½	34	41x2½	54x3	N	99
100	You	D.Ful	FlJVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141⅞	83⅞	30	40x2¼	56x3	½	100
101	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	101
102	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	102
103	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	103
3 Ton																										
104	Per	..B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99½	34	40x2½	54x3	½	104
105	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	....	....	Tim 14703 H	L4IH	...	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62⅝x2½	..	105
106	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼	C	148½	90½	34	41½x3	54x3½	¼	106
107	Per	D.B-L	Cov W4C	U	4	....	Spi	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	..	173	106	34	39x2½	56x3	..	107
108	Per	D.B-L	B-L 551	U	4	....	Spi	Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	..	197	119	34	40x3	56x3	..	108
109	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	434	2I	Ros	7x2½x¼	C	135½	76	34⅛	41x2¼	53x3	½	109
110	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34⅛	41x2¼	53x3	½	110
111	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own CJ	O2IM	328	TD	Ros	7x2½x¼	C	133⅛	74¾	34⅛	41x2¼	53x3	½	111
112	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86½	40x2	34⅛ ½	54x3	½	112
113	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	403	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	113
114	You	D B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R	7.5	40.0	Shu 5572	L4IH	403	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	114
115	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Brockway 170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 3/16	7	CC	KP	Zen	M	A-L	A-L	1
2	Brockway 175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 3/16	7	CC	KP	Zen	M	A-L	A-L	2
3	Brockway 190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	3
4	Chicago 1-30-A	....	160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	4
5	Clinton 65	....	184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅜r	10 5/16	3	PC	Bu	Zen	V	Spl	D-R	5
6	Coleman D40	....	130	180	17000	8500	B 9.75/24	B 9.75/24	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	6
7	Commerce 60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	7
8	Concord JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	8
9	Condor CE	2530	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	A	2¾	10	4	PC	No	Zen	M	A-L	A-L	9
10	Condor CEB	....	190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 3/16	7	PC	No	Zen	M	A-L	A-L	10
11	(Z)Corbitt 12W6	....	165	220	14700	4910	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	11
12	(Z)Corbitt 12B6	....	163	220	14700	4870	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	12
13	Day-Elder 160	2795	156	204	16000	6800	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13 3/16	7	FP	Co	Zen	M	D-R	D-R	13
14	Diamond T 551	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	14
15	Diamond T 504	2650	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	15
16	Diamond T 506	2950	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	384.0	43.3	85-2200	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N	16
17	Diamond T 603-3,4Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	17
18	Diamond T 606-3,4Ton	3400	177	244	19000	7500	B 9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	48.6	100-2200	L	G	C	3	15	7	PC	Ha	Zen	M	L-N	L-N	18
19	Dodge Bros.	1515	135	135	12250	4235	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 5/16 r	11	7	PC	KP	Zen	V	N-E	N-E	19
20	Dodge Bros.	1565	165	165	12220	4520	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 5/16 r	11	7	PC	KP	Zen	V	N-E	N-E	20
21	Dodge Bros.	1615	185	185	12715	4715	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 5/16 r	11	7	PC	KP	Zen	V	N-E	N-E	21
22	Dodge Bros. F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D.R	22
23	Dodge Bros. F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	23
24	Dodge Bros. F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	24
25	Douglas D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50-1400	L	G	C	2⅜	9 11/32	3	PC	Bu	Zen	E	L-N	L-N	25
26	Douglas D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5⅛	386.4	38.4	78-2300	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	26
27	Douglas D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud K428	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	27
28	Duplex FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	3 1/16 r	10 5/16	3	PS	No	Zen	V	Els	A-L	28
29	Duplex SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud K428	6-4⅜x4¾	428.0	45.9	102-2400	L	G	C	3r	9⅞	7	FP	No	Zen	M	A-L	A-L	29
30	Fageol 300	3250	178	196	......	6250	B 9.00x20	DB9.00x20	Wau MK	6-4⅛x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	30
31	Federal T10B 2½-3 T.	2740	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 3/16	7	PC	KP	Zen	M	D-R	D-R	31
32	Federal T10W 2½-3 T.	2915	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 3/16	7	PC	KP	Zen	M	D-R	D-R	32
33	Fisher-Std. 30A	....	160	...	16800	5600	P 34x7	DP34x7	Con 11R	6-3⅞x4⅛	291.9	35.0	64-2500	H	C	C	2½	12 3/16	7	FP	Ha	Zen	M	D-R	D-R	33
34	Fisher-Std. 31A	....	160	...	16800	5800	P 34x7	DP34x7	Con 11R	6-3⅞x4⅛	291.9	35.0	64-2500	H	C	C	2½	12 3/16	7	FP	Ha	Zen	M	D-R	D-R	34
35	F.W.D. B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4¾x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	R-Bo	N-E	35
36	Garford 60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	36
37	(X)Gen. Mot. T-26	1450	130	164	11000	4025	B 7.00/20	DB7.00/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	37
38	(X)Gen. Mot. T30	1750	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	38
39	(X) Gen. Mot. T-31	1850	141	181	14000	4635	P 32x6	P 36x8	Own 257	6-3 5/16x4⅝	275.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	39
40	(X)Gen.Mot. T42	1950	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	40
41	(X)Gen Mot. T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	41
42	(X)Gen. Mot. T-45	1995	141	181	16000	5065	B7.50/20	DB7.50/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	42
43	(V)Gotfredson RB66C	....	....	....	20900	6100	B9 00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	43
44	Gotfredson RW66	....	....	....	20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	44
45	Gramm E-330, 3	....	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	45
46	Gramm EY-190, 3	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 3/16	7	PC	No	Zen	M	A-L	A-L	46
47	Gramm	3595	190	190	......	......	P 7.50/20	DP7.50/20	Knight	6-3⅜x4¾	255.0	27.3	70-2600	S	C	C	2½	12 3/16	7	CC	Ha	Til	V	A-L	A-L	47
48	G-P 55-6, 3-4 Ton	2745	154	191	12500	5900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85-2900	L	G	C	2⅝	9⅞	4	PC	Mo	Str	M	A-L	A-L	48
49	G-P 55-8, 3-4 Ton	2880	157	191	12500	5900	B8.25/20	DB8.25/20	Lyc HF	8-3⅜x4½	322.0	36.5	120-3200	L	G	A	2⅜	11	5	PC	Mo	Str	M	A-L	A-L	49
50	Hahn & Selden 47B	....	151	...	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	50
51	Hendrickson T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	51
52	Hug 67	....	120	...	16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86-2800	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	52
53	Hug 41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	53
54	Hug 42	....	166	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	83-3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	54
55	Hug 85-6	....	114	114	17200	8580	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	55
56	Hug 85-D6	....	114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	56
57	Indiana 127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Els	....	57
58	Indiana 2½-3T 141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	58
59	Indiana 170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13 3/16	7	CC	KP	Str	M	A-L	A-L	59
60	Indiana 175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	60
61	Indiana 627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	C	2¾	10¾	4	CC	KP	Str	V	Els	....	61
62	Indiana 190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	62
63	International A-5	2550	156	210	......	5895	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/32	7	PC	Ha	Zen	V	D-R	D-R	63
64	International A-6	2675	156	210	......	6120	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	64
65	Kenworth 145	3250	158	184	......	5500	P 34x7	DP34x7	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	D-R	D-R	65
66	Kenworth 184	3850	164	206	......	7400	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	A-L	D-R	66
67	Kleiber 140	....	180	190	14000	6500	B 8.25/20	DB8.25/20	Con	6-4x4⅛	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	67
68	LaFra.-Republic F3	....	174	198	15000	5625	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	68
69	Lange H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	69
70	Lange M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	70
71	Larrabee 55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 3/16	7	FP	No	Zen	G	D-R	D-R	71
72	LeMoon HB28	3250	160	190	17000	5600	B 8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381.0	40.8	85-2500	L	G	C	2⅝	12½	7	PC	No	Str	G	A-L	A-L	72
73	Maccar 56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	9	4	FP	Bu	Str	V	D-R	D-R	73
74	Maccar 60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4⅛x5⅛	411.0	40.8	103-2100	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R	74
75	Mack AB.	4000	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	75
76	Mack AB.	4350	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	76
77	Mack AB.	4150	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	77
78	Mack AB.	4500	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	78
79	Noble 156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2⅜	13 3/16	7	FP	Co	Str	V	A-L	A-L	79
80	Omort 300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56-2000	L	G	C	3	....	..	PC	No	Zen	V	A-L	A-L	80
81	Omort 3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	81
82	Omort 30	....	134	148	18000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	82
83	Oshkosh H	4975	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4⅛x4½	360.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	83
84	Pierce-Arrow PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4⅛x4½	361.0	40.3	76-2400	L	G	C	2⅝	13¼	7	FP	Ha	Zen	M	D-R	D-R	84
85	Relay 50	4130	161	...	......	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	85
86	Relay 60DB	4595	175	192	......	7500	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	86
87	Relay 80	5330	175	192	......	8400	P 36x6	S 40x10	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	87
88	Reo GA	2035	163	...	17000	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 5/16	12	7	CC	No	Sch	V	D-R	D-R	88
89	Reo GC	2140	179	...	17000	4850	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 5/16	12	7	CC	No	Sch	V	D-R	D-R	89
90	Reo GD	2085	144	...	17000	4650	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 5/16	12	7	CC	No	Sch	V	D-R	D-R	90
91	Reo GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 5/16	12	7	CC	No	Sch	V	D-R	D-R	91
92	Schacht 25H,3-4½	....	146	213	......	5500	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	92
93	Service 60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	93
94	Sterling FB80	....	174	204	......	6080	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	315.	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	94
95	Sterling FD80	....	174	204	......	6480	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358.	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	95
96	Stewart 35X	2590	...	220	......	5880	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-	L	G	C	2⅜	9 3/16	4	PS	Ha	Str	M	D-R	D-R	96
97	Stewart 36X14	2990	165	220	......	6500	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	FP	Ha	Str	M	D-R	D-R	97
98	Ward LaFrance 25R14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	98
99	Ward LaFrance 25B14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Own	8-3⅜x4½	322.	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	99
100	Ward-La France25R16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	100
101	Ward-La France25B16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Own	8-3⅜x4½	322	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	101
102	White 58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	....	102
103	White 640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	103
104	White 621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	104
105	White 630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	105
106	Witt-Will. R3B	3400	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 3/16	7	FP	No	Zen	M	D-R	D-R	106
107	Witt-Will. R3	....	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 3/16	7	FP	No	Zen	M	D-R	D-R	107
108	Woods 45	3465	180	Op	......	5625	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	76-2400	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	D-R	D-R	108
109	World DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	109
	3½ Ton																									
110	Acme 45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Ha	Zen	G	Els	A-L	110
111	Atterbury 70	....	222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6-4⅛x4¾	380.0	40.8	87-2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	111
112	Autocar HS	4600	114	161	24000	7505	P 40x8	DP40x8	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N	112
113	Autocar 3-3½T. SHS	4300	114	161	24000	8075	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	113
114	Autocar SCHS	4800	157	203	24000	7885	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	114
115	Autocar 3-3½T. TEA	5350	192	242	22000	8625	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	115
116	Autocar N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	116
117	Available T-39	....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.0	45.9	88-2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	117

Line Number	Radiator Make	Clutch	Gear Set				Universals Make and No.	Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds		Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios Reduc. in High	Gear Ratios Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
																							3 Ton —Cont'd			
1	G&O	D.B-L	B-I	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	1
2	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	2
3	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78 .6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	½	3
4	Chi	D.B-L	B-L 51	U	5	No	Spi 3	Tim 65720H	WF	R	7.75	46.2	Tim 33020H	L4IH	631	TD	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54½x3	½	4
5	Per	D.B-L	B-L 55	A	4	No	Blo 4	Tim 65706 HF	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x¼	T	Opt	Opt	33¼	43½x3	51½x3	N	5
6	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x¼	C	144	89	30	48x3	48x3	C	6
7	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	7
8	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½x2½	50x3½	½	8
9	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35. 6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	9
10	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	...	FD	Ros	8¾x3¼x¼	C	156	90	41½	44x2½	60x3	½	10
11	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	11
12	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	12
13	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	659	TD	Ros	9x3½x¼	C	132	80½	34	42x2½	56x3	½	13
14	G&O	D.Cov	Cov	U	4	No	Spi 4	Tim 58200H	SF	R	Opt	Opt	Shu 5582H	L4IHV	408	TD	Ros	6½x3x¼	C	126	81½	34	45½x2½	56x3	½	14
15	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80½	34	45½x2½	56x3	½	15
16	G&O	D.Cov	Cov	U	5	No	Spi 4	Wis69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	138	87½	34	45½x2½	56x3	½	16
17	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45½x2½	56x3	½	17
18	G&O	D.Cov	Cov	U	5	No	Spi 4	Wis 69317 BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45½x2½	56x3	½	18
19	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7x2⅛x⅞	C	82¼	54¾	34	39x2½	45x3	N	19
20	Fed	.....	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7½x2⅛x¼	C	132¾	84¾	34	39x2½	56x3	N	20
21	Fed	.....	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7½x2⅛x¼	C	164¾	104¾	34	39x2½	56x3	N	21
22	Lon	.....	Own	U	4	No	Own 3	Own	SF	H	8.26	56.6	Own	O4IH	416	CD	Jac	10x3¼	C	99¼	65¾	34	42x3	56x3½	½	22
23	Lon	.....	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼	C	149¼	89¾	34	42x3	56x3½	½	23
24	Lon	.....	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼	C	189¼	114¾	34	42x3	56x3½	½	24
25	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	25
26	Own	D Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	26
27	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	76.7	Shu 615	W2IMV	503	CX	Ros	10x2⅜x⅞	T	223	121	31	45x3	54x4	½	27
28	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	....	2	Ros	7x3½x¼	C	....	....	34	39x2½	52x3	N	28
29	Mod	D.B L	B L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	....	T	Ros	7x3½x¼	C	....	....	34	39x2½	52x3	N	29
30	Per	P.B-L	B-L 314	U	4	....	Spi 3	Tim 58200H	BF	H	6.83	41.5	Tim 33020H	L4IHV	398	TX	Ros	6⅛x3x¼	C	167⅛	97½	34	41x2½	56x3	N	30
31	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	31
32	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	w/2	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	32
33	Lon	B-L	B-L 314	A	4	No	Spi 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7⅛x3½x⅞	C	120	74	34	43x2½	54x3	½	33
34	Lon	B-L	B-L 51	A	4	No	Spi 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7⅛x3½x⅞	C	120	74	34	43x2½	54x3	½	34
35	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35. 6	Own B	O4IM	252	2I	Ros	5⅞x2¼x⅞	C	130	93	36	42¾x2½	52¾x2½	N	35
36	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	36
37	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	37
38	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	38
39	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	39
40	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	40
41	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	41
42	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	42
43	McC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x⅞	C	....	....	32½	40x2½	54x3	½	43
44	McC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x⅞	C	....	....	32½	40x2½	54x3	½	44
45	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	45
46	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¾x3¼x¼	C	156	90	41½	44x2½	60x3	½	46
47	Own	.....	.....	....	4	No	Blo	.....	.....	.....	.....	.....	Eat 423	4I	....	....	Ros	8¾x3¼x¼	C	156	90	41½	44x2¼	60x3	½	47
48	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	....	CD	Ros	9x3⅛x⅞	T	....	....	....	40x2½	58x3	½	48
49	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	....	CD	Ros	9x3⅛x⅞	T	....	....	....	40x2½	54x3	½	49
50	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	....	TD	Ros	7x3½x¼	T	110	....	34	40x2½	56x3	½	50
51	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½x⅞	P	Opt	Opt	32½	40⅛x2¼	50½x3	N	51
52	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3⅛x⅛	P	97	64½	34½	41⅞x2½	54½x3	¼	52
53	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 6617	2F	R	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	I	Var	Var	31½	41x2½	54½x3	¼	53
54	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54½x3	¼	54
55	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3⅛x⅛	I	91	58½	34½	41⅞x2½	54½x3	¼	55
56	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	64 .2	Shu 5550	W2IM	420	CD	Ros	6x3⅛x⅛	I	91	58½	34½	41⅞x2½	54½x3	¼	56
57	Lon	P.H&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	57
58	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	C	142	84	34	40x2½	54x3	½	58
59	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	59
60	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	60
61	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	61
62	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	N	62
63	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	63
64	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	SF	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	64
65	Per	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	SF	H	6.83	43.8	Tim 33000H	L4IHV	399	FD	Ros	8x2¼x¼	T	114	75¼	31½	40x2½	52x3	½	65
66	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 35100H	L4IHV	545	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	½	66
67	Own	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	H	6.83	....	Tim 31000H	LH1H	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	½	67
68	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.14	39.9	Tim 33020H	L4IHV	656	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	68
69	Mod	D.B-L	B-L 55	U	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	CD	Ros	6⅞x2½x¼	P	112	75	33	42x2½	56x3	½	69
70	Mod	D B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6⅞x2½x¼	P	95	73	33	42x2½	56x3	½	70
71	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x3	½	71
72	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	7.5	49.5	Tim 35000H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	72
73	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	C	Opt	Opt	34	42x2½	54x3	½	73
74	Per	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	C	104½	68	32	42x2½	54x3	½	74
75	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	75
76	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅛x3½	..	76
77	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	77
78	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅛x3½	..	78
79	McC	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 33000H	L4IH	660	TD	Ros	6⅝x3x¼	C	141	87	34	43x2½	48x3	N	79
80	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	80
81	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	81
82	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	....	TD	Ros	6x3½x⅜	I	88	57½	31	40x2½	54x3	½	82
83	Mod	D.B-L	B-L 60–7	A	7	No	Blo 3	Own	2F	H	8.94	84 .9	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83½	34	2½x44	50x3	½	83
84	Lon	P.Lon	Cov	U	5	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8½x2½x⅛	P	....	64½	34	41x2½	56x3	½	84
85	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.75	68.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	85
86	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	68.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	86
87	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	.....	....	....	Ros	.....	.....	144	94½	.....	.....	.....	.....	87
88	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127⅜	78⅛	40½	38x2½	50x3	N	88
89	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x⅜	C	156⅜	94⅛	40½	38x2½	54x3	N	89
90	MeC	P.B-L	Own	U	4	...2	Clc	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86⅛	59⅛	40½	38x2½	50x3	N	90
91	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	.....	.....	.....	.....	40½	38x2½	54x3	N	91
92	You	D. Ful	Ful MG U	U	4	No	Spi	Tim 56200 H	BF	R	6.02	39.2	Tim 33020 H	L4IHV	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	92
93	Lon	D Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	.....	....	....	Han	.....	.....	156	97½	.....	.....	.....	.....	93
94	Mod	D.Own	Own	U	4	Op	Spi	Tim	BF	R	7.80	49.5	Tim	L4IHV	392	TX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	94
95	Mod	D.Own	Own	U	4	Op	Spi	Tim	2F	R	7.16	55.7	Tim	L4IHV	396	CX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	95
96	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.	Tim	B4IM	....	TX	Ros	9x2¾x⅞	C	113⅛	80¼	32	40x3	56x3	½	96
97	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM	....	TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	97
98	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	98
99	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	99
100	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	100
101	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	101
102	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2C	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8⅛x3⅞x⅞	C	146½	91½	34½	40½x3	56x3½	½	102
103	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 6D	O4IA	....	CI	Ros	8⅛x3⅞x⅞	C	156	91¼	34½	42x3	56x3½	½	103
104	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	OL4H1V	....	CI	Ros	7⅛x2⅛x⅞	C	107½	67½	34	41x2½	54x3½	N	104
105	.....	P.Own	Own 4B	U	4	No	Spi 4	P Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34	42x3	56x3½	..	105
106	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	106
107	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65200H	WF	H	6.75	37.4	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	107
108	Chi	D.B-L	B-L	U	4	No	Blo 4	Tim	SF	O	Opt	Opt	Tim 33000 H	L4IH	577	TX	Ros	6x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	108
109	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	109
																								3½ Ton		
110	Per	B-L	B-L 51 5	U	5	No	Spi	Wis 8817B	2F	H	9.51	56.7	Shu 550	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	110
111	Per	D.B-L	B-L 51-5	U	5	....	Spi	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765	..	Ros	8x3¼x¼	C	221	132	34	40x3	56x3½	..	111
112	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	112
113	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	113
114	Own	dp.Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	½	114
115	Own	dp.Lon	Own T	U	12	A 3	Spi	Own TE	2F	H	7.09	....	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	½	115
116	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO41D V	574	FD	Ros	8x3x¼	C	150	86½	34½	40x2½	54x3	½	116
117	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	O2IM	492	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	117

3½ Ton—Cont'd

Line Number	Make, Model and Capacity	Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Line Number
1	Available........T-43	....	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.0	45.9	88-2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	1
2	Brockway..3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	85-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	2
3	Clinton.........85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4x5⅛	386.4	38.	74-2400	L	G	C	2½	9⅞	4	FP	No	Str	V	Spl	D-R	3
4	ColemanD-40X 3½-5t	. .	130	184	21100	9700	B10.50/24	B10.50/24	Bud BA6	6-4⅛x5⅛	411.0	40.8	105-2200	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	4
5	Commerce.........80	5250	175	192	......	8200	S 36xC	S 36x12	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	5
6	Concord.......JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4⅛ :5⅛	411.0	40.8	85-2000	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	6
7	zCorbitt........15B6	....	174	220	17500	5870	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	7
8	zCorbitt........15W6	....	183	224	17500	6160	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	8
9	Duplex...........EF	....	130	...	17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	2⅜ r	10 1/16	3	PS	No	Zen	V	Eis	A-L	9
10	Federal....U6-3-3½T	3860	165	218	20000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85-2200	H	C	C	2¾	13 1/16	7	PC	KP	Str	M	D-R	D-R	10
11	Fisher-Std.......61-A	....	155	...	16800	5600	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	C	2¾	13 11/16	7	FP	Ha	Zen	V	D-R	D-R	11
12	F.W.D..........CU-6	5120	148	180	17800	7500	P 38x9	P 38x9	Wau SRS	6-4⅛x5⅛	411.	40.8	92-2300	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	NE	12
13	Garford...........80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	13
14	(X)Gen. Mot. T-31.	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	78.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	14
15	(X)Gen. Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	15
16	(X)Gen. Mot.....T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	16
17	(X)Gen. Mot....T-45	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	17
18	Gotfredson...RW 76A	....	....	...	21900	7500	B9 75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	18
19	Gotfredson...RD 76A	....	....	...	21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	19
20	G-P 6-56, 3½-5......	3325	158	195	15000	7100	B9.00/20	DB9.00/20	Lyc TS	6-3⅞x5	353.0	36.5	97-2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	20
21	G-P 65-8, 3½-5......	3485	158	195	15000	7200	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¾	420.	45.0	140-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	21
22	(V) Hug... C87, 87M	....	...	...	21800	......	P 36x8	DP36x8	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	22
23	Hug..............41S	....	160	205	......	......	P 36x8	DP36x8	Bud K428	6-4⅜x4¾	428.4	45.9	102-2400	L	G	B	3	11½	7	PC	No	Zen	M	A-L	A-L	23
24	Indiana....3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	24
25	International......W2	3900	148	200	......	8400	S 36x5	S36x10	HaS 151	4-4¼x5½	312	28.9	59-1800	H	C	A	2¾	8¾	3	PC	HS	Zen	U	R-Bo	D-R	25
26	Kleiber...........210	....	190	192	21000	7100	B 9.00/20	DB9.00/20	Con 20R	6-4⅛x4¾	380.9	40.8	89-2400	H	C	C	2¾	13 1/16	7	CC	No	Str	M	D-R	D-R	26
27	Larrabee...........65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	27
28	Moreland 2½T,B13,15	2850	184	...	15000	6315	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	75-2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	28
29	Netco..............E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6-4⅜x5⅛	462.	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	29
30	Omort..............35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6-4x4½	339.	38.4	73-2000	L	G	B	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	30
31	Oshkosh...........HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YXC	6-4⅜x4¾	428.4	45.9	90-2000	L	G	C	3	15	7	PC	Ha	Zen	M	R-Bo	L-N	31
32	Relay...........60DC	4745	175	192	......	7800	P 38x7	DP40x8	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	32
33	Relay..............80	5330	175	192	......	8600	P 36x6	S 40x12	Bud BA 6	6-4⅛x5⅛	'11.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	33
34	Schacht....28H,3½-5	....	146	213	......	5800	B 9.00/20	DB9.00/20	Her WXB	6-3¾x4½	298	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	34
35	Service............80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA 6	6-4⅛x5⅛	411.0	40.	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	35
36	Sterling..FW97, FD97	....	192	222	......	7955	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	36
37	SterlingFW97S,FD97S	....	192	222	......	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	37
38	Sterling........FC100	....	192	222	......	7550	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	38
39	Stewart..........19X	3690	165	235	......	7110	S 36x5	S 36x10	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	39
40	Stewart..........38-6	3990	170	241	......	7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	100-2000	L	G	C	3	12⅞	7	FP	Ha	Str	M	D-R	D-R	40
41	Stewart..........38-8	3990	170	241	......	7600	B9.00/20	DB9.00/20	Lyc AE	8-3¾x4¾	420.0	44.4	130-2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	41
42	Studebaker.........99	3795	.84	...	......	5400	B 7.50/20	DB 7.50/20	Own	8-3½x4⅜	337.0	39.2	115-3200	L	G	C	⅝	9 11/16	5	PC	No	Str	M	D-R	D-R	42
43	Walter..........FKD	6300	118	Op	21000	8100	B 9.00/24	DB9.00/24	Own 6	6-4⅜x5⅛	462.0	46.0	100-1800	L	G	C	3	13⅞	7	PC	On	Str	V	R-Bo	D-R	43
44	Ward LaFrance 30B18	....	197	209	18000	......	B 9.00/20	DB9.00/20	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	44
45	Ward LaFrance 30R18	....	197	209	18000	......	B 9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	381	40.8	83-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	45
46	Ward-La France30B21	....	...	...	21000	......	B 9.00/22	DB9.00/22	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	46
47	Ward-La France30R21	....	...	...	......	......	B 9.00/22	DB9.00/22	Wau 6MK	6-4⅛x4¾	381	40.8	83-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	47
48	White..............55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	....	48
49	White.............631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3AD	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	49
50	White....641-3½ Ton	6450	180	214	24000	9700	B9.75/20	DB9.75/20	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/32	7	FP	Own	Zen	E	L-N	L-N	50
51	Wichita..........6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6-4⅜x5⅛	462	46.0	97-2000	L	G	C	3	13⅞	7	CC	Wa	Str	M	D-R	D-R	51
52	Witt-Will.........R3B	....	159	...	15500	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	52
53	Witt-Will.........R35	4200	159	...	16800	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	53
54	Woods............53B	3995	190	Op	......	6200	B 8.25/20	DB8.25/20	Her WXC 3	6-4¼x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	54
55	Woods............53W	4595	190	Op	......	6675	B 9.00/20	DB9.00/20	Her WXC 3	6-4¼x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	55

4 Ton

Line Number	Make, Model and Capacity	Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Line Number
56	Acme..............8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6-4⅛x4¾	381	40.8	89-2400	H	C	N	2¾	13 1/16	7	PC	Ha	Str	M	A-L	A-L	56
57	Armleder...........41	....	Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6-4x4½	339	38.4	73-2000	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	A-L	57
58	Atterbury...........C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	381	40.8	82-2400	H	C	B	2¾	12 1/16	7	PC	Ha	Zen	V	D-R	A-L	58
59	Available.........T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	4	FP	Wa	Str	V	D-R	D-R	59
60	Brockway..3-4T..195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	60
61	Chicago.......1-50-B	....	140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	61
62	Clinton.............90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2⅜ r	11 5/32	3	PC	Bu	Zen	V	Spl	D-R	62
63	Clinton...........90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2⅜	11 5/32	3	PC	Bu	Zen	V	Spl	D-R	63
64	Commerce..........80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	64
65	Condor..........GCB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	65
66	zCorbitt............18	....	178	230	21600	8100	P 36x8	DP36x8	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	C	2¾	12 1/16	..	FP	No	Zen	V	D-R	D-R	66
67	Day Elder.........200	3295	156	204	20000	7600	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	M	D-R	D-R	67
68	Diamond T........603	3300	169	230	20000	7500	B 9.00/20	DB 9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	68
69	Diamond T........606	3400	177	244	19000	7500	B9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453.0	48.6	100-2200	L	G	C	3	15	7	PC	Ha	Zen	M	L-N	L-N	69
70	Diamond T.750-4, 5 T	4650	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her YXC4	6-4⅝x5¼	529	51.3	124-2200	L	G	C	3	13 1/16	7	PC	Ha	Zen	M	A-L	A-L	70
71	Fageol............370	4350	182	200	......	8080	B9.00x20	DB 9.00x20	Wau SRL	6-4⅜x5⅛	462.0	46.0	98-2000	L	G	A	3	13⅞	7	PC	No	Zen	V	D-R	D-R	71
72	Fisher-Std.......80-A	....	146	...	21600	6900	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	D-R	D-R	72
73	Fisher-Std.......85-A	....	146	...	21600	7900	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	D-R	D-R	73
74	FWD............SSU	5220	148	Op	18600	7600	P 38x9	P 38x9	Wau SRL	6-4⅜x5⅛	462.0	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	R-Bo	NE	74
75	Garford.............80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	75
76	(X)Gen. Mot....T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	78.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	76
77	(X)Gen. Mot.....T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	77
78	(X)Gen. Mot.....T44	2065	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	78
79	(X)Gen. Mot....T-45	2095	141	181	16000	5235	B 8.25/20	DB8.25/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	79
80	(X)Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	80
81	(X)Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	81
82	Gotfredson...RW 84A	....	160	180	......	8400	P 347	DS40x7	Bud YBUI	4-4½x6	.....	32.4	....	L	..	..	..	....	..	PC	Pe	Str	M	R-Bo	D-R	82
83	Gramm..........GY	....	190	210	18000	7700	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428 4	45.9	100-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	83
84	Gramm.............G	....	160	235	24000	7950	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427	45.9	100-2200	H	C	C	2¾	13 1/16	7	PC	....	Zen	M	A-L	A-L	84
85	G-P 75-6, 4-6........	4220	154	191	19000	7400	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462.	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	85
86	G-P 75-8 4-6.........	4185	174	Op	19000	7500	B9.75/20	DB9.75/20	Lyc AEC	8-3¾x4¾	420	45.0	135-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	86
87	Hahn & Selden...47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	87
88	Hendrickson.......U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6-4⅛x5⅛	411.0	40.8	73-2000	L	G	C	2½	9⅞	4	FP	Bu	Zen	M	A-L	A-L	88
89	Indiana....3-4T..195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	89
90	Kenworth.........185	4750	183	211	......	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	90
91	Kenworth.........205	5850	172	223	......	7700	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	D-R	D-R	91
92	Kenworth 220	5200	194	221	......	8400	P 36x8	DP36x8	Her YXC2	6-4½x4¾	453.0	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	92
93	Kleiber...........225	....	202	...	22500	7500	B9.25/20	DB9.75/20	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13 1/16	7	FP	No	Str	M	D-R	D-R	93
94	LaFrance-RepublicH-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6-3⅞x5	354	36.2	86-2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	94
95	Lange............F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	95
96	Larrabee 75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4⅛x4¾	380.8	40.8	89-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	96
97	LeMoon........HB30	3950	169	199	20000	6400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	98-2000	L	G	C	3	13⅞	4	PC	Wa	Str	G	A-L	A-L	97
98	Maccar.........66100	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6-4⅛x5⅛	411	40.8	90-2400	L	G	C	2½	9⅞	4	PC	Bu	Str	V	D-R	D-R	98
99	Maccar...........66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	479.0	51.3	102-2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	99
100	Mack..............BC	5250	154	190	......	......	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103-2600	L	G	C	3	12 1/16	7	FP	Ha	Str	V	N-E	N-E	100
101	Noble............166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	381	40.8	88-2400	H	G	N	2¾	13 11/16	7	FP	Co	Str	V	A-L	A-L	101
102	Oshkosh........HXC	5675	146	165	19700	8200	B10.50/20	B10.50/20	Her RXB	6-4½x5¼	501.0	48.6	106-2000	L	G	C	3	15	7	PC	Ha	Str	M	N-E	L-N	102
103	Pierce-Arrow.......PX	....	160	200	24000	9400	B10.50/20	DB10.50/20	Own	6-4⅝x4¾	479.0	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	103
104	Relay...............80	5380	175	192	......	8800	P 38x7	S 40x14	Bud BA 6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	104
105	Reo...............HJK	....	170	190	20000	......	B8.25/20	DB9.00/20	Own	6-4⅛x4¾	381.0	40.8	101-2600	L	G	B	3	12⅞	7	FP	....	Sch	M	D-R	D-R	105
106	Schacht...28HA,& 5½	....	146	213	......	5850	B 9.75/20	DB9.75/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	106
107	Schacht....30H,& 5½	....	146	227	......	6900	B 9.00/20	DB9.00/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	107
108	Service.............80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	108
109	Sterling..FW97, FD97	....	192	222	......	7955	P 36x8	DP36x8	Wau MK	6-4⅛x4¾	381	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	109
110	SterlingFW97S,FD97S	....	192	222	......	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	110
111	SterlingFW115,FD115	....	192	222	......	8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	111
112	Sterling........FC107	....	192	222	......	8050	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	112
113	Sterling........FC120	....	192	222	......	8550	P 40x8	DP40x8	Wau MK	6-4⅛x4¾	381	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	113
114	Ward La France .35R	....	Op	Op	23000	......	B9 75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	114
115	Ward-La France..35B	....	Op	Op	23000	......	B 9.75/20	DB9.75/20	Lyc	8-3¾x4¾	420	45.	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	..	D-R	D-R	115
116	White.....642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/32	7	FP	Own	Zen	E	L-N	L-N	116

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							3½ Ton—Cont'd			
1	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	492	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	1
2	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅞	T	142	84	34½	40x2½	54x3	½	2
3	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T21H	...	RI	Ros	8x3¼x¼	T	...	...	33¼	43½x3	51½x3	½	3
4	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3		4
5	Lon	P.B&B	B-L 60 Max	A	7	...	Blo	Tim 66700 DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					5
6	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x¼	C	Opt	Opt	32¼	38½x2½	50½x3	½	6
7	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	½	7
8	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	8
9	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	...	TX	Woh	6x3⅛x¼	I	...	...	39⅛	44x3	44x3		9
10	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim65706 HP	w/2	R	6.8	64.6	Own	L4IHV	767	RI	Ros	7½x3½x¼	C	119	81⅛	34	42x2½	54x3	½	10
11	Lon	B-L	B-L 51	A	4	No	Spi 4	Tim 58200 H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6½x2½x⅛	C	144	79	32	43x2½	54x3	½	11
12	Per	O. H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x⅜	C	132	93	36	42¾x2½	52¾x2½	½	12
13	Lon	P.B&B	B-L 60 Max	A	7	...	Blo	Tim 66700 DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					13
14	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3		14
15	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	15
16	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	16
17	Lon	D-Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	17
18	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x⅛	C	.....	.....	32½	40x2½	54x3	½	18
19	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x⅛	C	.....	.....	32½	40x2½	54x3	½	19
20	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	...	CD	Ros	10x3½x⅛	T	.....	.....	.....	40 .3	58x3½	½	20
21	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4IH	...	CD	Ros	10x3½x⅛	T	.....	.....	.....	40x3	58x3½	½	21
22	You	D.B-L	B-L 55-7	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3⅝x¼	I	96⅜	64½	34⅛	41⅛x2½	54½x3	¼	22
23	You	B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237H	2I	H			Shu 632 3	L4IH	...	CD	Ros	8x3x¼	T	.....	.....	.....	41⅛x2½	54½x3		23
24	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	24
25	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	25
26	Own	D.B-L	B-L 55	A	7	No	Spi	EatDR2412H	..	R	7.25	77.0	Tim 33020H	L4IHV	676	FD	Ros	7½x3x¼	T	170	Opt	34	38x2½	52x3	¼	26
27	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	27
28	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 56200 H	SF	R	6.17	40.7	Tim 33020 H	L4IH	578	...	Ros	9⅛x3½x⅛	..	156	101	34	40x2½	54x3	½	28
29	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	½	29
30	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	...	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	½	30
31	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83⅞	34	2½x44	50x3	½	31
32	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	32
33	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302				Ros			144	94½					33
34	Lon	P.B&B	Ful ML U	U	4	No	Spi	Tim 54200 H	BF	H	6.02	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	34
35	Lon	P.B&B	B-L 60 Max	A	7	...	Blo	Tim 66700 DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					35
36	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	36
37	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	37
38	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	61.2	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	38
39	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	...	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	39
40	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	...	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	40
41	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	...	TX	Ros	9x⅛	C	142	84½	32	40x3	56x3	½	41
42	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8⅛x3x½	..	143½	91⅜	41½	38x2½	56⅜x3	N	42
43	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	43
44	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x⅛	..	Opt	Opt	33	40x2½	60x3	½	44
45	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x⅛	..	Opt	Opt	33	40x2½	60x3	½	45
46	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x⅛	..	Opt	Opt	33	40x2½	60x3	½	46
47	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x⅛	..	Opt	Opt	33	40x2½	60x3	½	47
48	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Own	8x	I	167⅝	107⅛	42½	44x3	51⅛x5	N	48
49	.....	P.Own	Own	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV	...	CI	Ros	8x3x¼	C	109¾	74¾	34⅛	42x3	56x3½	..	49
50	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 2C	FD	R	7.16	46.9	Own 9D	O4IA	...	CI	Ros	8½x3⅛x⅛	C	156	91¾	34⅛	42x3	56x3½	..	50
51	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¾	91¾	30	40x2½	56x3	½	51
52	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	52
53	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720H	WF	H	6.75	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	53
54	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200 H	SF	R	Opt	Opt	Tim 35000 H	L4IH	660	FD	Ros	7x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	54
55	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	55
																								4 Ton		
56	Per	.B-L	B-L 60-4	A	4	....	Spi	Tim 65720H	WF	R	7.75	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	½	56
57	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	.....	.....	Shu 5572	L4IHV	...	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62½x3	..	57
58	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T21MV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	¼	58
59	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA	530	TD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	59
60	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	60
61	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65720H	WF	R	8.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x⅛	T	Opt	Opt	34	41½x2½	54⅝x3		61
62	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	62
63	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	63
64	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700 DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					64
65	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	...	FD	Ros	8¾x3¼x¼	C	176⅛	119⅛	41½	44x2½	60x3	½	65
66	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	w/2	H	Opt	Opt	Tim 35000H	L4IHV	768	TD	Ros	8x3½x¼	T	132	92	34	40x2¼	54x3	½	66
67	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65720H	WF	R	7.75	43.5	Tim 35000H	L4IHV	768	TD	Ros	9x3½x¼	P	132	80½	34	42x2½	56x3	½	67
68	G&O	D.Cov	Cov	U	4	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	68
69	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis 69317BL	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	69
70	G&O	D.Cov	Cov	A	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x⅛	P	138	89¾	34	46x3	56x3½	½	70
71	Per	P.B-L	B-L 554&60	U	12	A3	Spi 4	Tim 65706	WF	R	5.19	127	Tim 15302	T2IMV	510	TX	Ros	7½x3½x⅛	C	172⅛	101⅓	33½	41x3	56x3½	N	71
72	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 65720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x⅛	C	126	69	32	43x2½	54x3	½	72
73	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x⅛	C	126	69	32	43x2½	54x3	½	73
74	Per	D.B-L	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x⅜	C	132	93	36	42¾x2½	52¾x2½	½	74
75	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					75
76	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	76
77	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	77
78	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	78
79	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	79
80	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	80
81	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	81
82	Mod	D.B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	Mod	Tim 16710H				Ros									82
83	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	736	FD	Ros	8¾x3¼x¼	C	176⅛	119⅛	41½	44x2½	60x3	½	83
84	Per	D.B-L	B-L	U	4	....	Blo	Wis 1237	2F	H	6.8	49.0	Tim	L4IHV	660	FD	Ros	12x2½x¼	P	98	67	34	42x2½	52x3		84
85	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH	...	CD	Ros	11x3½x⅛	T	.....	.....	.....	40x3	58x3½	½	85
86	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	...	CD	Ros	11x3½x⅛	T	.....	.....	.....	40x3	58x3½	½	86
87	Chi	D.B-L	B-L 51	U	5	No	Blo	Tim 1237H	2F	R	.....	.....	Tim 15733 H	L4IHV	...	TD	Ros	7x3½x¼	P	110	.....	34	40x2½	56x3	½	87
88	Chi	D.B-L	B-L 60-7	A	7	No	Spi 3	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV	...	FX	Ros	8x3x⅛	P	Opt	Opt	36	43x3	53x3½	N	88
89	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV.	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	89
90	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 35100	L4IHV	545	TD	Ros	9x3x¼	T	150	100¼	33¼	42x2½	56x3	½	90
91	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x⅛	T	132	85⅝	33¼	42x2½	56x3	½	91
92	Per	D.B-L	B-L 554	U	8	A3	Spi 4	Ti' 66720	WF	H	7.8	74.0	Tim 35100H	T4IHV	649	FD	Ros	9x3x¼		162	111	33¼	42x2½	56x3½	½	92
93	Per	D.B-L	B-L 55&60	A	12	A	Spi	Eat 2412H	2	H	Opt	Opt	Tim 35120H	L4IHV	870	TD	Ros	7x3½	P			34	42x2½	52x3	¼	93
94	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	½	94
95	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x⅛	C	154½	99½	37	44x3	56x4	½	95
96	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65720DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	¼	96
97	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	97
98	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	510	TX	Ros	7x3½x¼	C	151⅛	95⅛	33	42x3	56x3	½	98
99	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	W84IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	99
100	Own	P.Own	Own BC	A	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8½x3x⅛	T	120	73	33¼	43½x3	56⅛x3½	..	100
101	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65720H	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	101
102	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	168	2I	Han	7x2½x½	..	113¼	83⅞	34	44x2½	50x3	½	102
103	Lon	P. Lon	Cov	A	4	No	Cle	Tin	..	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x⅛	C	132⅞	78⅝	34	41x3	56x3½	½	103
104	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302				Ros			144	94½					104
105	MeC	dp	Own	U	4	....	Cle575	Cla	SF	H	6.43	42.4	Own	L4IHV	390	FD	Ros	10x3x¼	C	143	83	34	44x3	56x3½		105
106	You	D.Ful	Ful MG U	U	4	No	Spi	Tim 58200 H	BF	R	6.83	43.8	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	106
107	You	D.Ful	Ful MG U	..	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	107
108	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					108
109	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	109
110	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w 2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	110
111	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	111
112	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	8.2	54.6	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	112
113	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	113
114	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x⅛	..	Opt	Opt	33	40x2½	62x3½	½	114
115	Mod	P.B-L	B-L	A	4	Opt	Opt	Tim	WF	R	Opt	Opt	Tim	T2IMV	...	TD	Ros	14x3½x⅛	..	Opt	Opt	33	44x3	62x3½	½	115
116	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3⅛x⅛	C	156	91¾	34⅛	42x3	52x5	N	116

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	4 Ton—Cont'd																									
1	Witt-Will..........R4	4440	159	...	21600	8000	P9.75/20	DP9.75/20	Con 20R	6-4⅛x4¾	381	40.8	88-2200	H	C	N	2¾	13 5/16	7	FP	No	Zen	E	D-R	D-R	1
2	Witt-Will........R4X	4600	159	...	21600	8000	P9.75/20	DP9.75/20	Con 21R	6-4⅜x4¾	427	45.9	100-2600	H	C	N	2¾	13 5/16	7	FP	No	Zen	E	D-R	D-R	2
3	Woods.............75	4960	190	Op	......	7200	B 9.75/20	DB9.75/20	Her YXC 3	6-4⅝x4¾	479	51.2	104-2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	3
4	World........DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	4
	4½ Ton																									
5	Gotf'dson RD,RW96A	....	...	...	24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4⅝x4¾	479.0	51.2	100-2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	5
6	Larrabee 85..........	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	424.4	45.9	97-2400	H	C	C	2¾	13 5/16	7	FP	No	Zen	G	D-R	D-R	6
7	Moreland...4T,B16,18	3025	184	...	18000	6695	B 9.00/20	DB9.00/20	Her WXC	6-4x4½	339.0	38.4	75-2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	7
8	Moreland...4T,E16,18	3300	184	...	18000	6960	B 9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	383.0	43.3	92-2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	8
9	Schacht...30HA,& 5½	....	146	227	......	6950	B 9.75/20	DB9.75/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	9
10	Schacht....35H,& 5½	....	146	227	......	7700	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.3	80-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	10
11	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	11
	5 Ton																									
12	Acme.......10X Spec	....	192	Op	23500	9400	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	H	C	N	2¾	13 5/16	7	PC	Ha	Str	M	A-L	A-L	12
13	Acme............10X	....	194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6-4½x5¾	548.6	48.6	105-2000	L	G	A	3	13 13/16	7	PC	Pe	Str	M	A-L	A-L	13
14	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115-1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	14
15	Armleder..........61	....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4⅛x4½	360	40.8	80-2200	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	A-L	15
16	Atterbury.........100	....	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	101-2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	16
17	Autocar 3½ & 5T...C	5500	172	186	26000	9705	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	17
18	Autocar.........TFA	6100	192	242	26000	9430	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	18
19	Available........T-50	....	Op	Op	22000	9300	B 9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	V	D-R	D-R	19
20	Brockway...4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 5/16	7	CC	KP	Zen	M	A-L	A-L	20
21	Clinton.........120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12 11/16	3	PC	Bu	Zen	V	Spl	A-Bo	21
22	Clinton.......120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12 11/16	3	FP	Bu	Zen	V	Spl	A-Bo	22
23	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4⅛x5⅛	411	40.8	105-2200	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	23
24	Coleman X-100F 5-7½	....	144	184	29800	11300	B 10.50/24	B 10.50/24	Bud GF-6	6-4¾x6	638	54.1	126-1850	L	G	C	3	10 1/16	4	FP	Bu	Str	V	D-R	D-R	24
25	Commerce........100	58 0	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	25
26	Condor.........CHB	....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13 13/16	7	PC	Pe	Zen	M	A-L	A-L	26
27	Condor.........CGW	....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428	45.9	100-2200	H	C	C	2¾	13 5/16	7	PC	No	Zen	M	A-L	A-L	27
28	(Z)Corbitt.........24	....	195	30	24800	9200	P 38x9	DP38x9	Con 20R	6-4⅛x4¾	381	40.8	88½-2400	H	C	C	2¾	13 13/16	7	FP	No	Zen	V	D-R	D-R	28
29	Day Elder 240	4295	162	202	24000	9500	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 5/16	7	FP	Co	Zen	V	D-R	D-R	29
30	Diamond T.......750	4650	178	238	24000	9000	B 9.75/22	DB9.75/22	Her YXC4	6-4⅝x5¼	529.0	51.3	124-2200	L	G	C	3	13 5/16	7	PC	Ha	Zen	M	A-L	A-L	30
31	Douglas...........F4	5500	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝	12 11/16	3	PC	Bu	Zen	E	L-N	L-N	31
32	Douglas...........F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 5/16	4	PC	Bu	Zen	E	L-N	L-N	32
33	Duplex....M 5-7 Ton	7600	Op	...	28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105-2200	L	G	C	3	10 7/16	4	FP	....	Str	V	A-L	A-L	33
34	Federal. 4C6A 4-5 T.	4735	192	231	24000	8330	P 36x8	DP 36x8	Con 20R	6-4⅛x4¾	381	40.8	90-2200	H	C	C	2¾	13 5/16	7	PC	Co	Zen	M	D-R	D-R	34
35	Federal. 4C6AB 4-5 T.	4960	192	231	24000	8850	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	381	40.8	90-2200	H	C	C	2¾	13 5/16	7	PC	Co	Zen	M	D-R	D-R	35
36	Fisher-Std.......100A	....	168	...	21600	8300	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13 5/16	7	FP	Ha	Zen	V	D-R	D-R	36
37	Fisher-Standard..105A	....	168	...	25000	8400	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13 5/16	7	FP	Ha	Zen	V	D-R	D-R	37
38	F.W.D...........M5	7600	165	Op	24800	11800	B 12.75/20	B 12.75/20	WauSRL	6-4⅜x5⅛	462	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	N-E	N-E	38
39	Garford..........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	39
40	(X)Gen. Mot......T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 27/32	4	PC	Ha	Mar	M	D-R	D-R	40
41	(X) Gen. Mot....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 27/32	4	FC	Ha	Mar	M	D-R	D-R	41
42	(X) Gen. Mot.....T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 27/32	4	PC	Ha	Mar	M	D-R	D-R	42
43	(X)Gen. Mot.....T61	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 27/32	4	PC	Ha	Str	M	D-R	D-R	43
44	(X) Gen. Mot....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 27/32	4	PC	Ha	Str	M	D-R	D-R	44
45	(X)Gen. Mot.....T-83	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8	4	PC	Ha	Str	M	D-R	D-R	45
46	Gotfredson...RW-86A	....	Op	...	......	.....	P 38x9	DP38x9	Her YXC3	6-4⅝x4¾	478.8	51.2	105-.....	L	G	C	3	....	7	FP	Pe	Str	M	D-R	D-R	46
47	Gramm GW.. 5-	....	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428.0	45.9	100-2200	H	C	C	2¾	13 5/16	7	PC	No	Zen	M	A-L	A-L	47
48	Gramm.....HY, 5-	....	210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13 13/16	7	PC	Pe	Zen	M	A-L	A-L	48
49	Hahn & Selden....67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	27.5	45	100-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	49
50	Hug........C97, 97	....	133	213	26000	11000	P 38x9	DP38x9	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	C	C	2½	9⅞	4	PC	Bu	Zen	M	R.Bo	D-R	50
51	Indiana......4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 5/16	7	CC	KP	Zen	M	A-L	A-L	51
52	International.....W-3	4850	160	235	......	10125	S 36x6°	S 40x12°	Ha S152	4-4¾x5½	390.0	36.1	69-1800	H	G	A	3	8⅜	3	PC	HS	Zen	V	R-BO	.....	52
53	Kenworth........240	5450	170	221	......	8400	P 36x8	DP36x8	Her YXC3	6-4⅝x4¾	478	51.2	103-2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	53
54	Kleiber..........260	....	206	...	26000	9000	B9.75/20	DB9.75/20	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	C	C	3	13 5/16	7	FP	No	Str	N	D-R	D-R	54
55	LaFra.-Republic...M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	462.0	46.0	97-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	55
56	Lange.............T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	99-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	56
57	Maccar...........86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4⅛x5⅛	411.0	40.8	75-2200	L	G	C	2½	9⅞	4	PC	Pe	Str	V	R.Bo	D-R	57
58	Maccar..........86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅝x4¾	479.8	51.3	102 2000	L	G	C	3	15	7	FP	Pe	Str	V	D-R	D-R	58
59	Mack BJ............	6150	169	240	......	......	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	59
60	Mack AK............	5150	162	228	......	......	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	60
61	Mack AK............	5250	162	228	......	......	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	61
62	Mack AK............	6450	174	240	......	......	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	62
63	Mack AC............	4950	156	240	......	......	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	.....	63
64	Moreland.......EX-7	4325	182	...	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.8	78-.....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	64
65	Netco...............J	5300	140	200	33200	9500	B 40x8	B 40x8	Wau SRK	6-4⅝x5⅛	517	48.6	110-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	65
66	Oshkosh.........FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her RXC	6-4⅝x5¼	529.0	51.2	112-2000	L	G	C	3	15	7	PC	Ha	Str	M	RBo	L-N	66
67	Pierce-Arrow......PY	....	160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4⅝x4¾	479.	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	67
68	Relay.........100AC	6615	230	...	......	10000	B 9.00/24	DB9.00/24	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	L	C	C	2¾	12 11/16	7	PC	No	Str	V	A-L	A-L	68
69	Schacht...35HA,& 5½	....	146	227	......	7850	B 9.75/20	DB9.75/20	Her WXC2	6-4⅛x4½	360.8	40.3	80-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	69
70	Schacht....40H,& 5½	....	154	235	......	8000	B 9.75/20	DB9.75/20	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	70
71	Service..........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	71
72	Sterling FW115, FD115	....	192	222	......	8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	72
73	Sterling FW140, FD140	....	192	222	......	10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	73
74	Sterling........FC120	....	192	222	......	8550	P 40x8	DP40x8	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	74
75	Sterling........FC135	....	192	222	......	8755	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	75
76	Stewart.........31X	4990	165	235	......	9340	S 36x6	DS36x6	Wau 6SRK	6-4⅝x5⅛	516	51.2	105-2000	L	G	C	3	12⅞	7	PS	....	Str	V	D-R	D-R	76
77	Walter..........FHS	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4½x5¾	549	4 .6	110-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R-Bo	D-R	77
78	Ward-La France..45R	....	Op	Op	25000	......	B 9.75/22	DB9.75/22	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	11⅞	7	FP	Wa	Str	P	D-R	D-R	78
79	Ward-La France..45B	....	Op	Op	25000	......	B 9.75/22	DB9.75/22	Lyc	8-3¾x4¾	420	45.	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	P	D-R	D-R	79
80	White.............52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	80
81	White.............55	4650	174	215	21500	8737	S 36x6°	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1800	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	81
82	White.....643-5 Ton	6950	180	214	32000	10900	B10.50/24	DB10.50/24	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/32	7	FP	Own	Zen	E	L-N	L-N	82
83	Witt-Will.........R5	5300	159	...	24000	9000	B10.50/20	DB10.50/20	Con 20R	6-4⅛x4¾	381	40.8	88-2400	H	C	N	2¾	13 5/16	7	FP	No	Zen	M	D-R	D-R	83
84	Woods.............90	5560	190	Op	......	8100	B 9.75/22	DB9.75/22	Her YXC 4	6-4⅝x5¼	529	51.2	124-2200	L	G	C	....	15	7	PC	Ha	Str	M	R-Bo	A-L	84
85	World........DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	85
	5½ Ton and More																									
86	A.C.F..........T-160	....	186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	468	43.3	120-2200	H	C	A	2¾	10⅜	4	CC	Ha	Zen	V	D-R	D-R	86
87	A.C.F.........T-175B	....	186	222	24300	10400	B10.50/22	B10.50/22	Ha 175	6-5x6	707	60	175-2200	H	C	A	3¼	14⅞	7	CC	Ha	Zen	M	D-R	D-R	87
88	A.C.F.........T-175A	....	186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6-5x6	707	60	175-2200	H	C	A	3¼	14⅞	7	CC	Ha	Zen	M	D-R	D-R	88
89	Am.-LaF. Big Ch. 16R	6725	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50-1200	L	G	C	2⅜	9 5/16	3	FP	Bu	Zen	V	D-R	D-R	89
90	Autocar...........CE	6000	172	203	30000	10400	S 36x7	DS40x8	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	90
91	Autocar...F 7½ Ton	6800	173	214	32000	11100	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	91
92	Brockway5½-7½T250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 5/16	7	CC	KP	Str	M	A-L	A-L	92
93	Brockway 7½-10T-290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 13/16	7	FP	Pe	Str	E	L-N	L-N	93
94	Clinton..120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12 11/16	3	PC	Bu	Zen	V	Spl	D-R	94
95	ColemanF-200 7½ Ton	....	144	148	32000	13750	B10.50/24	DB10.5/24	Sterling	6-5¼x6	779.3	66.1	177-2200	L	G	A	3	13½	7	FP	St	Sch	P	N-E	N-E	95
96	Commerce.....100 ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	96
97	(Z)Corbitt 5-7½ T..33	....	195	230	33200	10000	P 44x10	DP44x10	Con 21R	6-4⅜x4¾	427.5	45.9	112-2400	H	C	C	2¾	13 13/16	7	FP	No	Zen	V	D-R	D-R	97
98	Federal...X8 7½ Ton	5085	162	186	30000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61-1350	L	G	C	2⅝	10 11/16	3	FP	Pc	Zen	V	A-Bo	D-R	98
99	Federal.X8R 7½ Ton	5810	162	186	30000	10000	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2200	I	C	C	2¾	13 13/16	7	PC	Co	Zen	M	D-R	D-R	99
100	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.	60.	127-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	N E	N-E	100
101	Garford........100ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	101
102	(X)Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 27/32	4	PC	Ha	Mar	M	D-R	D-R	102
103	(X)Gen. Mot.....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 27/32	4	PC	Ha	Mar	M	D-R	D-R	103
104	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 27/32	4	PC	Ha	Mar	M	D-R	D-R	104
105	(X)Gen.Mot.T615-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 27/32	4	PC	Ha	Str	M	D-R	D-R	105
106	(X)Gen.Mot.T82..5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 27/32	4	PC	Ha	Str	M	D-R	D-R	106
107	(X)Gen.Mot. T-83, 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6-¾x5	331.4	33.7	94-2500	H	G	A	2½	8 27/32	4	PC	Ha	Str	M	D-R	D-R	107
108	(X)Gen. Mot. T85 6-8	5600	171	204	30000	10630	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 11/32	7	FP	Ha	Str	M	D-R	D-R	108
109	Gotfredson...RW104A	...	169	193	......	12000	S 36x6	DS40x8	Bud BBU	4-5x6½	.....	40.0	....	L	..	..	....	.....	..	PC	Pe	Zen	V	R-Bo	D-R	109
110	Gotfredson...RW106A	....	173	196	......	12400	S 36x6	DS40x8	Own	6-4⅝x4¾	.....	48.6	....	L	..	..	....	.....	..	PC	Pe	Str	M	R-Bo	D-R	110
111	G-P........85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	111
112	G-P........85-8, 5-7	....	169	Op	24000	9100	B10.50/20	DB10.50/2	Lyc AED	8-3¾x4½	420	45.0	140-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	112
113	G-P........95-6, 7-10	6670	159	196	33000	10400	B10.50/24	DB10.50/2	Wau 6RB	6-5x5¾	677.0	60.0	125-2000	L	G	A	3½	11¾	4	PC	Wa	Str	M	A-L	A-L	113

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							4 Ton Cont'd			
1	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	7.25	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	1
2	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	6.8	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	2
3	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x⅛	P T	Opt	Opt	34	41½x2½	53x3	½	3
4	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3¼	T	Opt	Opt	33½	42x3	56x3	½	4
																							4½ Ton			
5	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	W/2	R	9.5	90.2	Tim 26450H	L4IH	...	FD	Ros	8x3½x⅛	C	.....	.....	32½	40x2½	54x4	½	5
6	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	...	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	6
7	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	40.5	Tim 33020 H	L4IH	659	....	Ros	9⅛x3½x⅛	..	156	101	34	40x2½	54x3	½	7
8	Lon	P.B-L	B-L 51-4	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	32.9	Tim 33020 H	L4IH	659	....	Ros	9⅛x3½x⅛	..	156	99⅝	34	41½x2½	54x3	½	8
9	You	D.Ful	Ful MG U	U	4	No	.....	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	9
10	You	D.Ful	Ful MG U	U	4	No	.....	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅛	P	Opt	Opt	31½	40x2½	50x3	½	10
11	Own	P.B-L	B-L 615	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x⅛	C	Opt.	Opt.	33	40x2½	56x3½	½	11
																							5 Ton			
12	Per	B-L	B-L 60-7	A	7	....	Spi	Tim66720DH	WF	R	9.0	85.5	Tim 26050H	L4ID	876	TD	Ros	9x3¼x¼	P	168	108¼	34	44x3	54x3½	½	12
13	Per	B-L	B-L 60-7	A	7	....	Spi	Tim 66720W	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3¼x¼	P	168	105¼	34	44x3	54x3½	½	13
14	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	...	TX	Own	9¼x2½x¼	T	Opt	Opt	33	44x3	56x3	¼	14
15	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	8.5	55.2	Shu 5572	L4IHV	793	C	Ros	8x3x¼	C	Opt	Opt	31½	40x2½	62⅝x3	..	15
16	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	....	Ros	9x3¼x¼	..	221	133	34	40x3	56x4	..	16
17	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158⅛	88½	34½	42½x3	54⅜x4	½	17
18	Own	dp.Lon	Own T	U	12	A3	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175⅛	105	34½	42½x3	54⅜x4	½	18
19	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9½	90.0	Shu 638	B4IA	441	FD	Ros	8x2⅝x⅛	P	Opt	Opt	36	42x3	52x3½	½	19
20	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.56	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅛	T	142	84	34½	40x2¼	54x3	½	20
21	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	21
22	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	C	168	105	30	43½x3	55½x4	N	22
23	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	23
24	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	24
25	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	25
26	Per	D.Ful	Ful HU 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	...	FD	Ros	8¾x3¼x¼	C	198⅛	141⅛	41½	44x3	60x4	..	26
27	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	4IA	864	FD	Ros	7½x3x¼	C	128⅛	73⅞	36	46x3	58x3½	½	27
28	Per	D.B-L	B-L 60	A	7	No	Spi 4	Tim66704DH	W/2	H	Opt	Opt	Tim 26450H	T4IHV	695	2I	Ros	8x2½x¼	T	162	109	34	46x3	60x3½	½	28
29	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 36020H	L4IHV	520	TD	Ros	10x3¾x⅛	C	132	78	37	48x3	60x3½	½	29
30	G&O	D.Cov	Cov	A	5	No	Sp 4	Wis 1627KW	2F	R	Opt	Opt	Shu 678	W84I	552	TD	Ros	7½x3½x⅛	P	138	89¼	34	46x3	56x3½	½	30
31	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2⅝x⅛	T	216	130	36	45x3	54x4	½	31
32	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2⅝x⅛	C	156	108	36	48x3	54x4	½	32
33	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	.....	.....	Ros	9¼x3½x½	C	.....	.....	38½	42x3	56x4	N	33
34	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T' 66704 HP	w/2	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7⅛x3½x⅛	P	180	107½	34	42x2½	54x3	½	34
35	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T' 66704WP	w/2	R	7.6	72.2	Own	T4IA	921	RI	Ros	7⅛x3½x⅛	P	180	107½	34	42x2½	54x3	½	35
36	Per	D.Ful	Ful V UOG	U	5	No	Spi 3	Wis 1237- H	2F	R	7.2	51.0	Tim 35020 H	L4IHV	768	FD	Han	8x3x¼	C	133	85⅜	32⅛	39x2½	60x3½	½	36
37	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 66720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x⅛	C	144	94	38	46x3	54x4	½	37
38	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 68720Tw	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x⅛	C	144	94	38	46x3	54x4	½	38
39	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3 ¼	C	153½	110½	34	48 3½	52x4	N	39
40	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	40
41	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	41
42	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.8	Own	B4IM	574	TX	Jac	9½x3x⅛	P	125	70	34⅛	40x3	50x3	½	42
43	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IM	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	43
44	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	44
45	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	45
46	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	46
47	Lon	D.B-L	B-L	A	7	....	Spi	T' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	.....	RI	Ros	7x2¾x¼	C	.....	.....	.....	40x2½	54x4	½	47
48	Per	D.B-L	B-L	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	864	FD	Ros	7½x3x¼	C	128⅛	73⅞	36	46x3	58x3½	½	48
49	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim	4IA	864	FD	Ros	8¾x3¼x¼	C	198⅛	141½	41½	44x3	60x4	..	49
50	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	.....	.....	Tim 16710 H	4IHV	...	TD	Ros	7x3½x¼	P	110	.....	34	40x2½	56x3½	½	50
51	You	D.B-L	B-L 555	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	97.4	Shu 678	W4IA	471	CD	Ros	8x4x⅛	T	132	80	34½	41⅞x3	54⅞x3½	½	51
52	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	52
53	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81⅞	34	44x3	58x4	¼	53
54	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 6	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	54
55	Own	D.B-L	B-L 714	A	12	A3	Spi	Eat 65041W	2	R	8.5	91.0	Tim 26450	Ws	.....	FD	Ros	8x3½x⅛	.....	154½	130	38	44x2½	52x3	½	55
56	Mod	D.B-L	B-L60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅛	P	154½	99¼	37	44x3	56x4	½	56
57	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	T	148	92½	33	42x3	56x3	½	57
58	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	W84IA	623	FD	Ros	9x3¼	T	115	80	33	42x3	58½x3	½	58
59	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8½x2⅛x⅛	T	144	80	33⅜	48x3½	56⅛x3½	½	59
60	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8½x2¾x¼	C	132	93⅛	37⅛	48x3½	52x4	½	60
61	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¾x¼	C	132	93⅛	37⅛	48x3½	56x4	..	61
62	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	TD	Han	8½x2¾x¼	C	.....	.....	37½	48⅛x3½	56⅛x4	..	62
63	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	40x3½	52x4	..	63
64	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9⅛x3½x5	C	156	99	34	39½x2½	54x3	½	64
65	Mod	D.B-L	B-L 615	U	5	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	C	132	96	34	40x3	50x4	½	65
66	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	Own	170	2I	Han	7x2½x½	..	113¼	83⅜	34	44x2½	50x3	½	66
67	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x2½x⅛	C	132⅞	78⅜	34	41x3	56x4	½	67
68	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	..	7.88	58.5	Tim 1660W	4IA	447	FX	Han	8½x3½x⅛	P	216	148	34	42x3	60x4	½	68
69	Lon	D.Ful	Ful MG U	U	4	No	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅛	P	Opt	Opt	31½	40x2½	50x3	½	69
70	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	2F	R	7.07	49.7	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅛	P	Opt	Opt	31½	40x2½	50x3	½	70
71	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	71
72	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	72
73	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3½x¼	C	172	108	34	48x3	60x4	½	73
74	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	74
75	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	98x3	54x3	½	75
76	Mod	D.Ful	Ful	A	8	3 Op	Spi3	Tim	WF	R	10.5	15.1	Sal	B4IMV	...	TX	Ros	9⅛x2¾x⅛	C	136¼	79½	32	40x3	56x4	½	76
77	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	77
78	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x⅛	P	Opt	Opt	33	44x3	62x3½	½	78
79	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x⅛	P	Opt	Opt	33	44x3	62x3½	½	79
80	Own	P.Own	OwnGRBA	U	4	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166½	105⅝	42½	44x3	51⅞x5	N	80
81	Own	P.Own	Own 4B	U	4	Op	Spi	Own 55	2F	R	10.1	66.1	Own 55	OPM	224	2X	Own	8x	I	167⅜	107⅜	42½	44x3	51⅞x5	N	81
82	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3⅛x⅛	..	156	91⅞	..	42x3	52x5	N	82
83	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66700 H	WF	R	9.0	98.2	Tim 26050H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	.....	.....	.....	83
84	Chi	D.B-L	B-L 714	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x⅛	P	Opt	Opt	34	41½x2½	54½x3	½	84
85	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	85
																							5½ Ton and More			
86	Lon	P.B-L	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	86
87	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	87
88	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 79730	2F	R	7.48	52.8	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	88
89	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	...	2X	Own	8x3x⅛	T	209	139	36	45x3	56x4	N	89
90	Own	dp.Lon	Own B.	A	4	Opt	Spi	Own C	2F	H	8.57	52.5	Own CL	LO4IM	670	FD	Ros	9x3x¼	C	158⅛	88½	34½	42½x3	55⅛x4	½	90
91	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅛	T	159½	88¾	34½	42½x3	54⅜x4	½	91
92	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT1HV	664	CD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	92
93	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	CD	Ros	8x3x⅛	P	162	99	36	40x3	54 .4	½	93
94	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	94
95	Per	B-L	B L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	...	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	..	95
96	Lon	D.Own	B-L60 Max	A	7	No	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	96
97	Per	D.B-L	B-L60 Max	A	7	No	Spi	Tim68720TW	w/2	..	Opt	Opt	Tim27450TW	T4IA	.....	2I	Ros	8x3x⅛	T	162	109	34	46x3	56x4	..	97
98	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	w/2	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x⅛	C	151	87⅛	38	44x3	56x3½	½	98
99	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	w/2	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x⅛	C	151	87⅛	38	44x3	56x3½	½	99
100	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x⅛	C	153½	110½	34	48x3½	52x4	N	100
101	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	101
102	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM.	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	102
103	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	103
104	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.5	52.5	Own	B4IM	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	104
105	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	105
106	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	106
107	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	107
108	Lon	D.	Own	U	4	No	Spi	Own	2F	R	8.50	53.3	Own	B4IMV	865	TX	Jac	9⅛x4x⅛	P	137	82	34½	50x3½	54x3	½	108
109	Lon	D.B-L	B-L60 Max	A	7	....	Spi	Tim 68700DP	WF	..	11.7	111	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	109
110	McC	D.B-L	B-L60 Max	A	7	....	Spi	Tim 68700DP	WF	..	10.0	95.0	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	110
111	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27450TW	B4IM	...	CD	Ros	12x3½x⅛	T	.....	.....	.....	40x3	58x4	½	111
112	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27050T	B4IM	...	CD	Ros	14x3½x⅛	T	.....	.....	.....	40x3	58x4	½	112
113	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 19000W	DF	R	10.1	125.	Tim27450TW	B4IM	...	CD	Ros	14x3½x⅛	T	.....	.....	.....	40x3	58x4	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	Hahn & Seiden.77 5-7	....			27800	......					611.4		127-2300	.	C	A	3									1
2	Indiana..5½-7½T 250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	2
3	Indiana..7½-10T 290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	3
4	LaFran.-Republic.35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98-1850	L	G	C	3½	11⅛	4	PC	Wa	Zen	M	A-L	A-L	4
5	Mack AC	5500	156	240	......	......	S 36x6	DS40x6	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	....	5
6	Mack AC	6550	174	240	......	......	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	6
7	Mack AC	6000	156	240	......	......	S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77-1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo	....	7
8	Mack AP	9500	191	191	......	......	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	NE	8
9	Moreland H7	5200	196	...	22000	8000	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	9
10	Netco..........K	6500	180	220	32000	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140-2800	L	G	C	2⅝	12	5	FP	Ha	Zen	M	A-L	A-L	10
11	Pierce-Arrow......PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130-2000	L	G	A	3½	16⅝	7	FP	Ha	Zen	M	D-R	D-R	11
12	Relay..100B, 7½ Ton	6900	220	...	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118-1850	L	G	C	3	10 1/16	4	PC	Ha	Zen	E	A-L	L-N	12
13	Schacht.........40HA	....	154	235	......	8100	B 9.75/24	DB9.75/24	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	13
14	Schacht.........40HB	....	154	235	......	8150	B 10.50/20	DB10.50/20	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	14
15	Schacht.........66H	....	152	247	......	10300	B 10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	15
16	Schacht.........66HA	....	152	247	......	10350	B 10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	16
17	Service........100ZB	5830	175	...		9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	17
18	Standard..........5-7	....	165	180		8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1	....	L	G	C	2⅜	....	3	FP	Si	Str	V	Eis	ABol	18
19	Sterling FW140, FD140	....	192	222		10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	19
20	Sterling.........FC135	....	192	222		8755	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	20
21	Sterling FC140 6, 7½..	....	200	230		9055	P 40x8	DP40x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	21
22	Sterling. FC145-6, 7½	....	200	230		9555	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	22
23	Ster. FD,FW170-7½,9	....	200	230		10500	P 40x8	DP44x10	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	23
24	Sterling FC170 7½, 9	....	200	230		10255	P 40x8	DP42x9	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	24
25	Stewart....27X 7 Ton	5700	165	235	......	10040	P 36x7	P 40x7	Wau 6SRK	6-4⅝x5⅛	516	51.2	105-2000	L	G	C	3	12⅞	7	FP	Wa	Str	V	D-R	D-R	25
26	Walter...FHRS 7½T.	8000	Op	136	31000	10000	B10.50/2	DB10.5/24	Own 6	6-4½x5¾	549	48.6	110-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R-Bo	D-R	26
27	Ward La France 50D-7	....	Op	Op	28000	......	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	27
28	Ward-La France.55B6	....	Op	Op	26000	......	B 9.75/20	DB10.50/20	Lyc	8-3¾x4¾	420	45	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	M	D-R	D-R	28
29	Ward-La Fr.75RW7½	....	Op	Op	28000	......	B 10.50/20	DB10.50/20	Wau RB	6-5x5¾	677	60	127-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	29
30	Ward-La Fr. 100RW10	....	Op	Op	34000	......	B 10.50/24	DB10.50/24	Wau RB	6-5x5¾	677	60	127-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	30
31	White............52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	....	31
32	Witt-Will........R55	5700	159	..	27000	9500	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	32
33	Woods...........105	6975	190	Op	......	8700	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	770	66.1	164-2000	L	G	S	3½	....	7	PC	Ha	Str	M	R-Bo	A-L	33
	Six-Wheelers																									
34	Autocar.........G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	34
35	Brockway.640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	35
36	Chicago.......1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	36
37	Corbitt.......20SW6.	....	Op	Op	22000	9000	B 7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	411.0	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	37
38	Corbitt.......28SW6	....	Op	Op	30000	10000	P 34x7	DP34x7	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	38
39	Corbitt.......36SW6	....	Op	Op	38000	11500	B 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	39
40	Corbitt.......40SW6	....	Op	Op	42000	13000	P 38x9	DP38x9	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13 11/16	7	FP	No	Zen	M	D-R	D-R	40
41	Day Elder 285 8 Ton	5285	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	41
42	Day Elder 345 10 Ton	6395	164	204	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	42
43	Day Elder 402 12 Ton	7495	164	204	40200	14200	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	54.2	127-2300	L	G	A	3	13 11/16	7	FP	Co	Zen	M	D-R	D-R	43
44	Diamond T....801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	44
45	Diamond T ..1200 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her YXC-2	6-4½x4¾	453.3	48.6	100-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	45
46	Diamond T ..1601 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	127-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	L-N	L-N	46
47	Diamond T...1600 8T	6220	175	210	36000	12000	P 36x8	DP36x8	Her YXC3	6-4⅝x4¾	479.0	51.3	104-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	47
48	Douglas.......F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 1/16	4	PC	Bu	Zen	E	L-N	L-N	48
49	Fageol..........4-46	3900	172	205	......	9400	P 32x6	DP32x6	Wau MK	6-4⅛x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	49
50	Fageol..........6-26	6000	195	220	......	11100	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	50
51	Fageol..........6-46	6500	195	220	......	11500	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	51
52	Fageol..........8-26	6300	195	220	......	11800	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	52
53	Fageol..........8-46	6900	195	220	......	12200	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	53
54	Fageol..........10-26	7400	184	232	......	13700	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	54
55	Fageol..........10-46	8100	184	232	......	14100	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	55
56	Federal...D2D,2½-3T	1350	140	164	12500	4235	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	56
57	Federal...E2D,2½-3T	1450	145	169	12500	4310	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215	27.3	60-2600	L	C	A	2⅛	9 11/16	7	PC	Mo	Zen	M	D-R	D-R	57
58	Federal.....A6SW,4T	....	164	200	18500	5620	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	A	2⅜	10 1/16	7	PC	KP	Zen	V	D-R	D-R	58
59	Federal.D2SW-2½-3T	1050	140	164	12500	3925	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	59
60	Federal. E2SW-2½-3T	1150	145	169	12500	3975	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215.0	27.3	60-2600	L	C	A	2⅛	9 11/16	7	PC	Mo	Zen	V	D-R	D-R	60
61	Federal U6SW-6T	6000	189	201	28000	9850	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	380.9	40.8	90-2200	I	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	61
62	Federal .U6SWAB-6T	6500	202	201	28000	9900	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	380.9	40.8	90-2200	I	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	62
63	Federal....4C 6SW-8T	7500	231	231	34000	11500	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	428	45.9	100-2200	I	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	63
64	FWD..........X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau SRL	6-4⅜x5⅛	462	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	64
65	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 11/16	4	PC	Ha	Str	M	D-R	D-R	65
66	(X)Gen.Mt..T95, 7-11	7545	189	224	40000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 11/16	7	FP	Ha	Str	M	D-R	D-R	66
67	(X)Gen.Mt...T96, 7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115-2100	H	G	A	2¾	14 11/16	7	FP	Ha	Str	M	D-R	D-R	67
68	G-P.65-6 SW,5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6-3⅞x5	353.0	36.4	97-2750	L	G	C	2¾	10	4	FP	....	Str	M	A-L	A-L	68
69	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3⅜x4½	322.0	36.4	120-3200	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	69
70	G-P.75 6 SW, 6 8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6-4⅜x5⅛	462.0	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	70
71	G-P.75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420.0	45.0	135-3000	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	71
72	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549.0	48.6	100-2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	72
73	G-P.85-8 SW, 8-10 Ton	....	169	Op	36000	12000	B10.50/24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140-3000	L	G	C	2¾	11⅞	..	FP	....	Str	M	A-L	A-L	73
74	G-P.95-6SW,10-12Ton	8215	176	Op	40500	13000	B10.50/24	B13.50/24	Wau 6RB	6-5x5¾	677.0	60.0	125-2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	74
75	Hendrickson......32-S	5000	Op	Op	32000	10000	B 9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	75
76	Hendrickson......36-S	5500	Op	Op	36000	10500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	76
77	Hendrickson......38-D	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	77
78	Hendrickson......44-D	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Bud GF-6	6-4¾x6	638.0	59.1	126-1850	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	A-L	A-L	78
79	Hug........97-6, 5T	....	144	144	31765	13765	P 40x8	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	M	R-Bo	D-R	79
80	Hug........98-6, 7½	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	R-Bo	D-R	80
81	Hug...........99-10T	....	148	Op	28500	......	P 36x8	P 40x16	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	R-Bo	None	81
82	Indiana...640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	82
83	Kenworth.........345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4¼x5½	468.0	43.3	112-2000	H	C	A	2¾	10⅝	4	PC	No	Zen	M	D-R	D-R	83
84	Kenworth.........385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	158-2000	H	C	A	3¼	11 1/16	7	FP	No	Zen	M	D-R	D-R	84
85	Kleiber.....22DD 5T	....	192	...	......	9400	P 32x6	DP32x6	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	....	7	FP	No	Str	V	R.Bo	-Bo	85
86	Kleiber.........28DD	....	201	...	28000	10060	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	411	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	86
87	Kleiber.........34DD	....	210	...	34000	11900	P 36x8	DP36x8	Con 21R	6-4⅜x3¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	87
88	Kleiber.........34DDT	....	215	...	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126-1850	L	G	C	3	....	4	FP	No	Str	V	R.Bo	D-R	88
89	LeMoon........HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5⅛	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	89
90	LeMoon........HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	90
91	LeMoon........HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	91
92	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	7	PC	Wa	Str	M	L-N	L-N	92
93	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	127-2000	L	G	A	3½	11¾	4	PC	Wa	Str	N	L-N	L-N	93
94	Maccar.........SW86	....	206	...	38700	11700	B 9.75/20	DB9.75/20	Her YXC 3	6-4⅝x4¾	478.8	51.2	102-2000	L	G	C	3	10	7	PC	PE	Zen	V	D-R	D-R	94
95	Mack.............AC	7650	177	237	......	......	S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	....	95
96	Mack.............AC	9000	197	257	......	......	P 40x8	DP40x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	96
97	Mack.............AK	9500	204	257	......	......	B9.75/22	DB9.75/22	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	C	3	10½	4	PS	On	Str	V	R-Bo	N-E	97
98	Mack.............AP	11500	197	257	......	......	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	N-E	98
99	Mack.............AP	1200	304	257	......	......	B 9.75/22	DB9.75/22	Own AP	6-5x6	706.5	60.0	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	N-E	99
100	Moreland.........BD 7	3565	184	...	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	100
101	Moreland.........ED7	5285	196	...	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4⅛x4½	360.8	40.8	73-2000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	101
102	Morcland.........HD7	6585	220	...	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4⅝x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	102
103	Moreland.........SD7	6860	221	...	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4⅝x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	103
104	Moreland.........TD7	8245	221	...	34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611.4	54.1	....	L	..	..	..	....	..	PC	No	Zen	M	A-L	N-E	104
105	Relay.......50SW 5T	5505	152	178	......	8600	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.3	33.7	73-2200	L	G	C	2½	....	4	FP	No	Zen	V	A-L	A-L	105
106	Relay......60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	FP	Bu	Zen	V	A-L	A-L	106
107	Sterling.........FWS90	....	Op	Op	......	7980	P 32x6	DP32x6	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	107
108	Sterling.........FWS100	....	Op	Op	......	9150	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	108
109	Sterling.........FWS140	....	Op	Op	......	11755	P 38x7	DP38x7	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	109
110	Sterling FDS, FWS180	....	Op	Op	......	12855	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	110
111	SterlingFDS, FWS 200	....	Op	Op	......	13555	P 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	111
112	Sterling.........FCS170	....	Op	Op	......	13855	P 36x8	DP36x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	112
113	Sterling.........FCS180	....	Op	Op	......	14000	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	113
114	Sterling.........FCS210	....	Op	Op	......	14555	D 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	114
115	White.630SW 200 3 T	....	193	205	24000	10000	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	115
116	White 642.....SW310	....	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	116
117	White 643.....SW410	....	198	215	40000	14400	S 40x8	DS40x8	Own 1AB	6-4⅜x5¾	519	45.9	108-1808	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	117

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	.....	.....	.....	..	A	Blo	.....	.....	...	R		.....	.....	.....	4IMV	...	TD	.....	9x3¼x¼	P	.....	.....	37½	42x3	60x4	½	1
2	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	...	WF	R	8.75	63.7	Shu	LT4IH V	664	CD	Ros	8x3x	P	162	99	36	40x3	54x4	½	2
3	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x	P	162	99	36	40x3	54x4	½	3
4	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	870	FD	Han	9½x3½x½	C	128½	81¼	36	44x3	60x3½	½	4
5	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x	C	132	92	37½	46x3½	52x4	½	5
6	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x	C	132	.....	37½	48x3½	52x4	..	6
7	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x	C	132	92	37½	46x3½	52x4	..	7
8	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x	C	180	108⅜	37½	46x3½	52x4	..	8
9	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...	TI	Ros	9½x3½x½	C	168	113	34	39½x2½	56x3½	½	9
10	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	2	2F	R	Opt	Opt	Tim 26450H	L4IH	690	...	Ros	9x3x¼	...	120	120	33	44x3	56x4	½	10
11	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x	C	139	84½	38½	41x3	56x5	½	11
12	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8½x3½x½	P	192	134	34	42x3	56x4	½	12
13	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Shu 5572	L4IHV	893	TD	Ros	8½x3x	P	Opt	Opt	31½	40x2½	50x3	½	13
14	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Shu 638	L4IHV	893	TD	Ros	8½x3x	P	Opt	Opt	31½	40x2½	50x3	½	14
15	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	847	TD	Own	8½x3x	P	Opt	Opt	31½	42x3	60x3½	½	15
16	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	922	TD	Own	8½x3x	P	Opt	Opt	31½	42x3	60x3½	½	16
17	Lon	Own	B-L 60 Max	A	7	...	Blo	Ti 68700DP	...	WF	...	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	17
18	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF	...	6.86	83.6	Tim 17300	.....	.....	.....	Ros	.....	.....	144	93¼	.....	.....	.....	.....	18
19	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	19
20	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	48x3	54x3	½	20
21	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	8.3	55.2	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	21
22	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	22
23	Mod	D.Own	Own	U	4	3	Spi	Own	...	w2	R	10	62.7	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	163	107	34	48x3	60x4	½	23
24	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	24
25	Own	D.Ful	Ful	A	8	U8	Spi 3	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...	TX	Ros	9½x2¾x½	C	136½	76⅜	32	40x3	56x4	½	25
26	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	26
27	Own	P.B-L	B-L	A	7	No	Spi	Tim	...	WF	R	Opt	Opt	Tim	T2IMV	...	TD	Ros	8x3½x	C	Opt	Opt	37	44x3	56x4	½	27
28	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3¼x¼	C	Opt	Opt	33	42x3	62x3½	½	28
29	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3½x¼	..	Opt	Opt	33	42x3	62x3½	½	29
30	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x¾x½	..	Opt	Opt	33	42x3	62x3½	½	30
31	Own	P.Own	OwnG3BA	U	4	A1	Spi 3	Own 52	...	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166½	105⅝	42½	44x3	51⅛x5	N	31
32	Per	D.B-L	B-L 60	A	4	A	Spi	Tim68700DH	...	WF	R	10.0	48.2	Tim 26050H	L4IHV	...	TD	Ros	8x3x¼	C	.....	76	36	.....	.....	.....	32
33	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	...	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	.....	.....	Opt	Opt	34	41½x2½	.....	½	33

5½ Ton and more Cont'd

Six-Wheelers

34	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x	T	159½	86¾	34¼	42½x3	61x5	½	34
35	Lon	D. B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x	P	216	129	36	40x3	54x4	N	35
36	Chi	D.B-L	B-L60 Max	A	7	No	Spi 6	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796	TD	Ros	8x3½x	P	C	.....	.....	35½	44½x3	60x4	..	36
37	Per	P.B-L	B-L 615	U	5	No	Spi	TimSW100W	4R	WF	..	Opt	Opt	Tim 35000W	Ws6IA	...	TD	Ros	8x3½x¼	T	Opt	.....	.....	40x2½	56x4	½	37
38	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW200W	4R	WF	..	Opt	Opt	Tim 26450W	Ws6IA	...	TD	Ros	8x3x	C	Opt	.....	.....	46x3	56x4	½	38
39	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW300W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x	T	Opt	.....	.....	46x3	66x4	½	39
40	Per	P.B-L	B-L 707	A	7	No	Spi	TimSW410W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x	T	Opt	.....	.....	46x3	66x4	½	40
41	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4 R	WF	R	7½	71.2	Tim 36020H	L6IHV	...	TD	Ros	10x3¾x½	C	132	80	37	48x3	64x4	½	41
42	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4 R	WF	R	8½	79.9	Tim36020TW	TrIA	...	TD	Ros	10x3¾x½	C	132	80	37	48x3	64x5	½	42
43	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4 R	WF	R	9	84.6	Tim36020TW	TrIA	...	TD	Ros	10x3¾x½	C	126¼	74¼	37	45½x3	64x5	½	43
44	G&O	D. Cov	B-L 55	A	7	No	SpP 4	Own	4 R	WF	H	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6½x3x¼	P	162	103	34	45¼x2½	58x4	N	44
45	G&O	D.Cov	B-L60 Max	A	7	No	SpiB4	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3½x¼	P	162	100¼	37	46x3	50x4	N	45
46	G&O	D.B-L	B-L 70	A	7	No	SpB	Tim SW300	4R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3½x¼	P	141	93	37	46x3	50x4	N	46
47	G&O	D. Cov	B-L60 Max	A	7	No	SpP	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3½x¼	P	138¾	94¾	37	46x3	50x4	N	47
48	Own	D.Ful	Ful H-OG	U	8	A 8	Blo	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	960	CX	Ros	10x3½x¼	T	180	140	36	48x3	55x3½	N	48
49	Per	P.B-L	B-L 314	U	4	...	PeS6	Tim Own	4R	WF	R	7.66	50.6	Tim 33020	L4rIHV	459	TX	Ros	7¼x3½x½	C	168	91½	33½	37x2½	46x3½	N	49
50	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x	C	192	114⅝	34	41x3	46x3½	N	50
51	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x	C	192	114⅝	34	41x3	46x3½	N	51
52	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x	C	192	114⅝	34	41x3	46x3½	N	52
53	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x	C	192	114⅝	34	41x3	46x3½	N	53
54	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	90.3	Tim 17300	T4rIA	504	TX	Ros	8½x4x	C	213½	149¾	34	42½x3	49½x4	N	54
55	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	90.3	Tim 17300	T4rIA	504	RX	Ros	8½x4x	C	213½	149¾	34	42½x3	49½x4	N	55
56	Lon	P.B&B	WG-T9	U	4	No	Cle	Cla B373	4R	BF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¾x¼	C	123	64¼	34	38x2¼	40½x2½	N	56
57	Lon	P.B&B	WG-T9	U	4	No	Cle	Cla B373	4R	BF	H	6.38	40.8	Cla F208	L6IH	566	TX	Ros	6x2¾x¼	C	118	63¾	34	38x2¼	40½x2½	N	57
58	Lon	P.B&B	Own	A	4	No	Cle	Cla B610	2R	BF	H	6.38	38.5	Cla F304	L6IH	675	TI	Ros	6x3½x¼	C	158	84	34	44x3	54x4	N	58
59	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B 374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¾x¼	C	106	64½	34	38x2¼	40½x2½	N	59
60	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¾x¼	C	118	68¾	34	38x2¼	40½x2½	N	60
61	Lon	P.B&B	B-L 55	A	7	No	P-S4	Tim SW200H	4R	WF	R	7.50	71.3	Own	L6IHV	...	TI	Ros	7½x3½x½	P	164	102	34	42x2½	63x4	½	61
62	Lon	P.B&B	B-L 55	A	7	No	P-S4	Tim SW200W	4R	WF	R	7.50	71	3 Own	TrIA	867	TI	Ros	7½x3½x½	P	164	102	34	42x2½	63x4	½	62
63	Lon	P.B&B	B-L 55	A	7	No	Pet 4	TimSW300W	4R	WF	R	8.5	80.7	Own	T6IA	867	TI	Ros	7½x3½x½	P	190	118	34	42x2½	63x4	½	63
64	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	...	4M	Ros	7x3x	C	180	137	36	42¾x2½	44x3	½	64
65	Lon	D.Own	Own	U	12	A	Pet	Own	4 R	WF	R	9.25	129	Own	BrIA	870	TX	Jac	9½x3½x½	P	161	100¼	34½	40x3	50x4	½	65
66	Lon	D.	Own	U	4	No	Spi	Own	4R	WF	R	8.50	53.3	Own	B6IA	...	TX	Jac	9½x4x½	P	161	100	34½	50x3½	54x4	N	66
67	Lon	D.	Own	U	4	No	Spi	Own	2	2F	R	8.15	51	Own	B6IA	...	TX	Jac	9½x4x½	P	161	100	34½	50x3½	54x4	N	67
68	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x½	T	.....	.....	.....	40x3	58x3½	½	68
69	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x½	T	.....	.....	.....	40x3	58x3½	½	69
70	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x½	T	.....	.....	.....	40x3	58x4	½	70
71	Own	D.Ful	Ful VUOG	U	4	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x½	T	.....	.....	.....	40x3	58x4	...	71
72	Own	D Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x½	T	.....	.....	.....	40x3	58x4	½	72
73	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x9	T	.....	.....	.....	40x3	58x4	½	73
74	Own	D Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x½	T	.....	.....	.....	40x3	58x4	½	74
75	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2B	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x	P	Opt	Opt	34	40¼x3½	56x3½	N	75
76	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2F	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x	P	Opt	Opt	34	40¼x3½	56x3½	N	76
77	Chi	D.B L	D.B-L 60-7	A	7	No	Bl 5-4	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	TX	Ros	8x3x	P	Opt	Opt	36	40¼x3½	66x4	N	77
78	Chi	D.B L	D.B-L 70-7	A	7	No	Blo 5	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	Tx	Ros	8x3x	P	Opt	Opt	36	43x3½	66x4	N	78
79	You	D.B-L	B-L 55-7	A	7	No	Blo	Wis 1627KW	2	2F	H	8.94	84.5	Shu 678	W4IA	471	TD	Ros	8x4x	I	131½	80	34½	41½x3	54½x3½	½	79
80	You	B-L	B-L714,703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x	I	Opt	Opt	37¼	41½x3	54½x3½	¼	80
81	You	B-L	B-L714.703	A	12	A3	B6	Wis 410SD	4R	2F	R	18.2	139.	Shu 715-11	W6IA	...	TD	Ros	9x4x	I	.....	.....	.....	41½x3	53x4	..	81
82	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x	P	216	129	36	40x3	54x4	½	82
83	Per	D.B-L	B-L554,603	U	..	A 3	Spi 6	TimSW310W	4R	WF	H	7.25	119	Tim 26450	T4IA	815	FD	Ros	8x3x	C	240	145	36¼	42x3	68x4	½	83
84	Per	P.B-L	B-L714,703	A	7	A3	Spi 6	TimSW410W	4R	WF	H	6.8	93	Tim 26450	T4IA	815	FD	Ros	8x3x	C	235	143	36¼	42x3	68x4	½	84
85	Own	B-L	B-L 55-7	A	7	No	SpB	TLSW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x½	P	168	Opt	34	44x3	60x4	½	85
86	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x½	P	180	Opt	38	44x3	60x4	½	86
87	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x½	P	180	Opt	38	44x3	60x4	½	87
88	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x½	C	204	Opt	38	44x3	60x4	½	88
89	Own	D.B-L	B-L 51-5	U	5	No	Spi 3	Ti'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	89
90	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Ti'65703-97H	4	WF	H	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	P	162	108	34	39½x3	46x3½	N	90
91	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	91
92	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	92
93	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	93
94	Per	D.B-L	B-L 615	A	5	No	Spi 4	TimSW410W	2R	WF	..	7.6	49.7	TimW6IA	Ws6IA	103	FD	Ros	9x3x¼	C	198	116	33	42x3	.....	...	94
95	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AK	OrIV	...	FD	Own	8x3x	C	132	87	37	46x3½	52x4	½	95
96	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AC	O6IA	...	FD	Own	8½x2¾x¼	C	180	107	37	48x3½	52x4	½	96
97	Own	P.Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	.....	.....	Own AK	O6IA	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	97
98	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	.....	.....	Own AK	O6IA	...	FD	Own	8x3x	C	135	88	37	46x3½	52x4	½	98
99	Own	P Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	6.52	41.8	Own AK	O6IA	...	FD	Own	8x3x	C	144	.....	37	48x3½	52x4	½	99
100	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9½x3¼x¼	C	168	102	34	40x2¼	42x2½	½	100
101	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	R	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9½x3½x½	C	216	113	34	39¼x2½	43½x3½	½	101
102	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9½x3½x½	C	192	137	38	44x3	43½x3½	½	102
103	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3½x½	C	216	135	38	44x3	43½x4	½	103
104	Own	P B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3½x½	C	240	135	38	44x3	43x4	½	104
105	Lon	B-L	B-L 51	U	5	..	Blo	Own 40	2R	2F	..	7.4	54.7	Tim 14704H	.....	.....	.....	Han	.....	.....	.....	.....	.....	.....	.....	.....	105
106	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H	.....	.....	.....	Han	.....	.....	.....	.....	.....	.....	.....	.....	106
107	Mod	D Own	Own	U	4	Op	Spi	Tim	...	WF	R	6.20	45.3	Tim	L4IHV	306	CX	Ross	10x3¼x¼	C	Opt	Opt	34	42x2½	43x3	N	107
108	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	6.80	41.3	Tim	Ws4IA	472	CX	Ross	12x3¼x¼	C	Opt	Opt	34	48x3	58x3	N	108
109	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	7.75	51.6	Tim	Ws4IA	568	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	109
110	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	9.25	58.0	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	110
111	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9	56.4	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	111
112	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	63.2	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	112
113	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	113
114	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	114
115	.....	P.Own	Own 4B	U	4	No	.....	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¾	34	42x3	42x4	N	115
116	.....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310W	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8½x3½x½	C	167	109¾	....	42x3	42x4	N	116
117	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8½x3½x½	C	167	109¾	....	42x3	42x4	N	117

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

(Z)—Larger engines and corresponding transmissions provided on all models of Corbitt trucks when type of service requires them.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE — Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod. camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH — Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET — Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Bio—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE — Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full Floating.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-Floating.
¾—Three-Quarter Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.
4F—Front and forward pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE — Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service — Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

BRAKES—Hand — Location

C—Center of double propeller shaft
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR — Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME — Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary — Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
Y—Internal front and external rear
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	½
T-15	4500 to 6500	1501 to 1708	½-1½
T-18	7500 to 8200	1801 to 1803	1½-2
T-19	7500 to 10000	2201 to 2223	1½-2½
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
T-45	13500 to 16000	451-1 to 455-10	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	25000 to 30000	851-1 to 859-9	6-8
T-90	22000 to 28000	9001 to 9007	5 to 7½
T-95	30000 to 40000	951-1 to 956-9	7-11
T-96	28000 to 34000	961-1 to 965-8	7-9